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Juice of half a Lime
One lump of ice
Serve in high-ball glass
Add Sparkling Water.

BACARDI GROG

One quart of Bacardi
One pound of Sugar
One quart of Fennel Oiling Tea
Use the grog, adding equal
Part of very hot water
Serve with slices of lemon
Dissolve sugar in hot water.

BACARDI HIGHBALL

Place a piece of ice in glass
One glass of Bacardi
Fill glass with Sparkling Water.

BACARDI MILK PUNCH

One Glass hot Milk
One tablespoonful of sugar
A pinch of nutmeg
The yolk of an egg
Beat up thoroughly the yolk of the
Egg with the sugar
Add milk Bacardi and nutmeg
Mix it thoroughly
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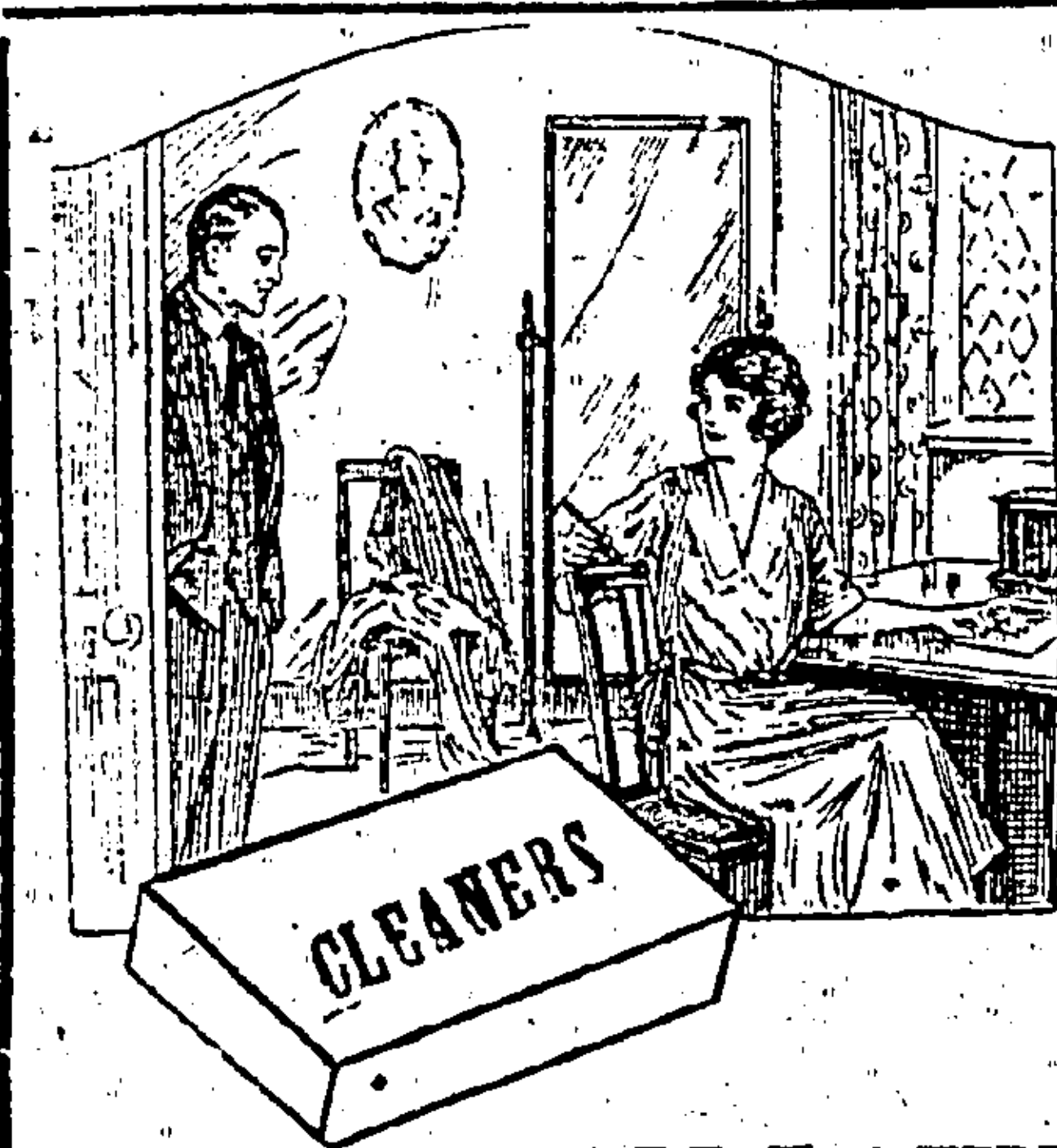
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SOVIET TRADE METHODS. DUMPING IN THE NEAR EAST. MAKING RUSSIA PAY.

[BY A "TIMES" CORRESPONDENT.]

For some months past the Soviet Government has been renewing its efforts to obtain a commercial footing in the Near Eastern markets. Its trade representatives were established in Constantinople long before the Allied evacuation, but until recently the volume of business achieved by them left much to be desired. Periodical changes both in policy and personnel were made, but it is only comparatively recently that it has been possible to claim any real progress.

The Bolsheviks have now embarked upon a fresh campaign of commercial activity, having for its object the dumping of Russian produce on the markets of Turkey, Greece, and Egypt, and secondarily on those of Italy, Palestine, and Syria. The products with which they are mainly concerned at present are Russian coal, oil, and cement. Fully realizing, as they do, that they are faced with formidable competitors in all these products, the Bolsheviks have nevertheless determined to carry the market at all costs.

Their first serious attempts were made this summer. A quantity of Novorossiysk cement was shipped to Greece, where a portion of it, at any rate, proved a bad speculation to the buyers, who found themselves undersold by the Italians.

UNDERSELLING WELSH COAL

The coal question was more carefully studied. The Soviets arranged with a Greek group to take up an agency for Russian coal in Greece. The terms were very attractive, and provided for the delivery of regular shipments of Russian coal from the Ekaterinovsk, Vosnesensk, and Kutchukovsk mines, at prices well below those of either Welsh or German coal. This arrangement has not been in force long, but that it might adversely affect Welsh coal interests is indicated by a report from Cardiff which appeared in *The Times* of June 23rd. That report stated that Russian coal had been sold in Greece at 1s. 6d. to 2s. a ton cheaper than Welsh coal. It added that recent orders for Russian coal, amounting to 40,000 tons, had been booked in Italy, while "many cargoes" had been sent to Greece.

As a matter of fact, few cargoes had been sent to Greece in June, probably not more than 15,000 tons, but the agency had certainly been organized at the Ekaterinovsk, Vosnesensk, and Kutchukovsk mines, and the Russians hoped to send down regular consignments until the close of navigation in Mariupol, a port which normally freezes during the first half of November. The total, the Bolsheviks hoped to send to Greece during the season was about 50,000 tons. The statements in the Greek Press regarding the superior quality of Russian coal over Welsh were merely propaganda, and might easily have been countered by similar propaganda on the part of those locally interested in Welsh coal. The Russians themselves do not claim that their coal is superior in quality to Welsh. Having established their agency in Greece, the Bolsheviks are now turning their attention to Egypt and Palestine, where they intend putting their coal on the market in the same manner as in Greece. They do not propose to open a Russian agency, but prefer to find some local firm to take up the business on their behalf.

What the Bolsheviks are doing with coal they also propose to do with oil. They have already established an organization in Constantinople with the ambitious design of underselling the Standard Oil Company in Turkey. Certain Russians connected with the Soviet oil business in Constantinople have stated that if necessary in the fight with their American rivals they will bring down oil, "can" it in Constantinople, and sell it at a price which will just cover the import duty and cost of "canning." And they mean it. Their organization in Constantinople is in the hands of experienced people, and their "canning" and distributing organization is already at work in the town. It is understood that, as with coal, they are now proposing to extend the organization to Greece and Egypt. They are aiming at undermining British oil interests in Egypt.

HOW IT IS DONE.

Such are the general facts of the situation. And the question naturally arises—How can they do it? To such of our British traders and invited visitors to Russia as ask for it, the Moscow authorities will, no doubt, give the hand explanation that Soviet administration and the sympathetic and enthusiastic co-operation of the workers enable the Soviet Government to deal in oil, coal, and cement at cheaper rates than anyone else. It is certain that the Bolsheviks are making the most of the opportunity for propaganda, impressing on the toiling masses of Russia that Russian raw materials are ousting British produce from the markets of the world, and thus hammering still more nails into the capitalist British coffin. Those, however, who have not yet been dazzled by the glamour of the Soviet seek other reasons. Briefly, the whole thing is a ramp. True, a ramp on a great scale, which may be temporarily successful, but nevertheless a ramp.

Having failed to make the desired progress in Turkey and the Near East through the local departments of Viceroy, Acre, and the rest, the Soviet trade authorities in Russia have devised the plan of trading with and through a private company in Constantinople. It is a "real private company," established in accordance with the laws of Turkey, and has a number of Turkish shareholders. There is nothing Soviet about the Société Russo-Turque and its subsidiary, the "Kara Deniz." The peculiar advantage of the company is to be found in its special facilities and privileges of trading with Russia. It has, in fact, been granted a special licence or charter authorizing it to export Russian products and import foreign produce into Russia.

(Continued on next column.)

NEW SOYA BEAN TRIUMPH. FLOUR OBTAINED ALMOST EQUAL TO WHEAT. IMMENSE POSSIBILITIES.

HARBIN, September 20th.

For the last five years the chemists connected with Borodin's works have been experimenting with soya beans, trying to discover a dissolver which would make the manufactured oil of the bean taste better.

We have had for some time, an oil called Acetko, which has been produced by the Anglo-Chinese Eastern Trading Co., and which is very nearly equal to salad oil but has a very strong taste. The Borodin works chemists have, after long experiments, now produced an oil which has a flavour practically the same as the best salad oil and in producing this they made another discovery which should revolutionise the bean trade.

The dissolver used by them produces, not a bean cake, but a bean flour. There is nothing new in the use of bean flour as the country people have for years ground down beans and used such flour, but it has a great deal of fatty matter in it and is not pleasant to the palate. The discovery made by the Borodin chemists gives a flour almost equal to the best wheat flour. Bread baked from this new flour is found to be wholesome and tasty, while the price is about half that of wheat bread. This wonderful new discovery opens up possibilities which cannot at the present moment be estimated.

What will be the demand for soya beans as soon as this new process is brought into operation? Even supposing that it is found better to mix the new flour with wheat, there is not the slightest doubt that the soya bean will be in greater demand than ever. Manchuria is still a country with uncultivated plains where this wonderful bean can be grown, and this new discovery means that thousands of acres will come under cultivation, and there will be still greater trade in the country.

Everybody will watch with the greatest interest the further experiments that the Borodin firm are making so as to improve their discovery. The C.E.R. gave the firm a sum of \$50,000 to carry on these experiments as they considered them to be of vital importance to the railway.

Speaking in Tientsin recently of the soya bean, General W. D. Connor said: "The bean gives from 20 to 22 per cent. oil, and for ordinary use may be made into soap, mixed with paint, and serve other uses of an oil. Indirectly, scientists have obtained from it petroleum, which on being treated yields three grades of oil, heavy, medium and light, the last mentioned corresponding to gasoline, and the other so rich that it may be compared to Caspian oil. Soaked overnight, it will give thick cream of a quality richer than that given by a cow, at one twentieth the cost, and with the additional advantage that the bean cannot contract tuberculosis."—P. and T. Times.

The methods of the company appear at first sight somewhat strange. It will not hesitate to purchase from the Soviets a shipment of cement, coal, or wool, and promptly offer it for immediate sale at a price which is not only below any other price on the market, but entails a clear loss of anything up to 30 per cent. or even more to the company itself. So far the arrangement is peculiar; but there is the other side of the question—the imports into Russia. This is where the company more than gets its own back.

THE RUSSIAN CONSUMER.

It should be explained that, whereas the company has authority both to import foreign goods into Russia as well as to export produce from the country, the amount of the goods which may be imported is dependent upon and proportionate to the amount of goods actually exported. In other words, the more the company exports, the more it can import, and the profits it makes on the imports are out of all proportion to any ordinary standard. It can be safely assumed that a loss—say of 40 per cent. on exported goods—is covered many times over. As for the Soviet institutions, if they do pay 300 per cent. more than the real market value of the goods they import, they can sell them again to the consuming public at 80 per cent. profit. The workers and peasants pay more for tea, lemons, and other goods, and the taxpayer funds the subsidies, so who is to blame anything, or, if they do, who dare raise a voice in protest?

And so the game goes on. The foreign company is satisfied—it has every reason to be. It exports its produce from Russia and sells it with all haste. What do a few points in price matter when they can get it all back and much more besides on the next outgoing cargo of tea or lemons, or whatever they are importing? As to the Soviet authorities, they have the advantage of dealing with a concern whose interests are bound up with their own. The question of outside competition does not come in. They make their own profit as a State institution. The institutions have sufficient funds for their running expenses, and of the surplus the Soviet Government takes what it thinks fit to subsidize the oil fields, the coalfields, or the cement works. Thus the Soviet official organ *Ekonomicheskaya Zhizn* of August 12th states that the authorities propose to increase the coal output of the Donets Basin, bringing it up to 500 million poods (approximately half the normal output before the Revolution). It continues:

"The financial programme of the 2nd Congress of the Soviet Coal Commission" was based on a maximum utilization of the Commission's existing assets, and has resulted in a deficit of 30 million roubles, which sum must be made good in the form of a subsidy.

Meanwhile the Soviet State-traders advertise the success of their economic administration, dump their goods to the injury of British trade, and visit Britain to appeal for loans and credits.

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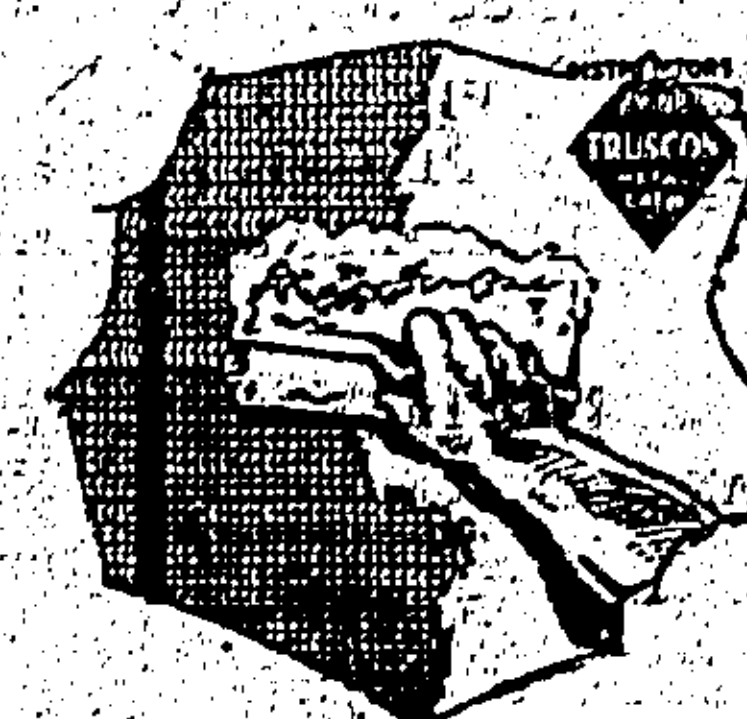
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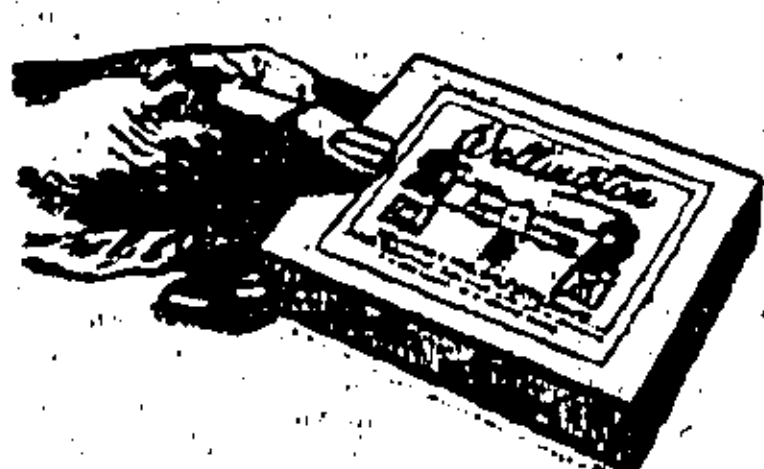
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THE JAPANESE EARTHQUAKE. TWO YEARS AFTER. CHANGES IN TOKYO AND YOKOHAMA.

The Japanese earthquake, in which the cities of Tokyo and Yokohama suffered appalling losses in human life and property occurred just over two years ago. The "Times" Tokyo Correspondent in the following article gives an account of the two cities as they are to-day, and says that the work of reconstruction in the capital is far in advance of that in Yokohama.

Tokyo may seem to the tourist to-day an unlovely city of inexpensive buildings. There is hardly anything to suggest that what he sees is one of the most wonderful triumphs over misfortune ever recorded. Those who are a little inclined to ridicule some of the queer little shanties which the owners have been compelled by financial ruin to put up in place of the more pretentious buildings which existed before the earthquake, do not stop to consider how much more poorly a European capital might have done if it had been as hard hit.

This lesson is brought home the more by a visit to Yokohama, where the greater part of the work of reconstruction has been carried out by native capital and by the municipality. Not a single club, hotel, or shipping office has yet been risen from the ashes of the Bund. A few temporary buildings, mostly residential, are to be seen, but none of them can be said, in any way, to take the place of the palatial edifices which formerly lined the Bund. Tokyo is just as liable to earthquakes as Yokohama or almost any other part of Japan; yet a dozen great buildings have risen, or are rising, in Tokyo, while nothing of the sort can be seen in Yokohama. Not only is the Bund still without any vestige of its former opulence, but the Bluff is, to all intents and purposes, as barren a hillside as it was on the days immediately following the earthquake. It is altogether different with the harbour facilities, which the Government have restored, and, in some respects, considerably improved. As a port Yokohama is almost normal, as a business centre it is a mere shadow of what it was. On the site of what was once the focus of its most prosperous activity the most that has been done is a general tidying up and carrying away of rubbish to be shot on the foreshore in front of the Bund, where it is reclaiming a goodly portion of the shelving mud.

REBUILDING PROBLEMS.

Tokyo has certainly gone ahead, if it is still far from the modest ideal which the city fathers promulgated 18 months ago. They then planned to widen several hundred miles of streets—more than 50 per cent. of the thoroughfares of Tokyo—by an operation entailing the complete or partial demolition of more than 100,000 houses. It will not be difficult to imagine the resistance that a civic earthquake of this kind met with from some of the property owners, especially when they were asked to forgo compensation for the first 10 per cent. of their property. Tokyo is a huge city mostly of one-storeyed buildings. It is my daily lot to traverse vast stretches of its axle-breaking streets. I have noticed in only two places any serious attempt to comply with the improvement scheme. Map in hand, I have been unable to discover a single one of those perfect little parks which were planned to provide us with refuge in times of fire and punctured water-mains. Until all the street widenings that were planned have been carried out, the provision of water-holes is a matter of little importance, as the fire-engines are still unable to reach directly quite 10 per cent. of the habitations.

Tokyo consists either of buildings of modern masonry, mainly concrete, or of wooden one or two-storeyed structures. The two types are so intermingled that, except in the small business centre known as Marunouchi near the central station, no line can be drawn between them. Even in the Ginza, the Regent-street of Tokyo, lowly single-storeyed shops stand side by side with vast department stores. No doubt in the fullness of time wood will give place to masonry, but that time is not yet. It is in the Ginza that the rudiments of a brighter and better Tokyo are to be seen, for that is the only thoroughfare that is not in danger of any widening operations. It is about as wide as Regent-street and at present carries about a quarter as much traffic. Since the catastrophe of two years ago, in which every wooden house in the Ginza was burnt down and all the others were gutted, two immense department stores, Matsuzakya and Matsuya, have sprung up. Of these, the second is by far the larger—larger even than the famous Mitsukoshi store, which is situated about a mile farther along the Ginza in a part called Nihombashi. Mitsukoshi, together with its stock valued at 3,000,000 yen, was gutted by the earthquake fire; it has now been more or less reconstructed. Matsuya's store resembles one of the great Paris stores in its construction and its internal decoration. It is, with the great Marunouchi office-building, the present wonder and pride of Tokyo, for which country-folk make a bee-line the moment they arrive. With its discordant orchestra-mangling European music, it offers to the foreigner no attraction other than its convenience as a shopping centre.

(Continued on next column).

THE CHINA CRISIS. HOME PAPER DISCUSSES THE ADMIRALTY VIEW.

It is clearly the view of the Admiralty that the unrest in China is going to continue indefinitely, in which event the resources of the Navy are likely to be rather severely taxed states an editorial in the *Naval and Military Record* of September 2nd. Some three weeks ago the *Cairo* was ordered to detach from the East Indies Squadron and join the flag of the Commander-in-Chief, China Station, to replace temporarily one of the cruisers which had gone into dockyard hands at Hongkong. There is reason to believe, however, that the *Cairo* may remain on for awhile after her assigned mission is fulfilled. Practically all the available craft in reserve at Hongkong have been completed to full complement, and the Yangtze and West River Flotillas have been increased.

More significant still as reflecting the official view of the situation is the intelligence that six small motor vessels have been taken up by the Admiralty, and manned with naval ratings, so as to supplement the disposable resources of the Commander-in-Chief. We have no information as to what other Powers are doing, but it is only reasonable to expect that they should contribute towards the arrangements for protecting their subjects. It is true that animosity, fostered by Bolshevik intrigue, is mainly directed against the British and the Japanese. For political reasons Japan does not want to send a larger naval force than is absolutely necessary.

Piracy is said to be steadily on the increase in Chinese waters, but this is probably more the result of opportunity than of any condition of national unrest. The ways of the modern Chinese pirate are exceedingly difficult to deal with. He has a penceable passenger in the ship he intends to seize, and when he has done his job there is nothing in external appearances to indicate that anything is amiss. The boldness of these gentry is pretty well illustrated by the fact that they boarded and took a Chinese cruiser not long since, but, of course, it is impossible to say how far this was effected by the complicity of the crew.

HOUSES PUSHED BACK.

One of the streets in which the houses have been forcibly pushed back is the approach to the Imperial Mausoleum at Gokokuji. The width of the road has been doubled. The new building line is now nearly 50ft. farther back. Lamp-posts and overhead telegraph poles, once at the road-side, are now right in the middle of the road. A strange thing about this particular road is that it is outside the burnt area and that it did not suffer severely from the actual tremor. The other road in which the buildings have been pushed back is only a short stretch from Surugadashita to Gokonomizu station. I was fortunate enough to see the transportation of buildings in progress. A strong wire was fastened round the base of a house. The other end was fastened to an anchored capstan. The house was well shored and all stresses were apparently taken up with appropriate wooden fenders. The capstan was set going, and lo! the house walked back to its allotted place with surprising rapidity. One of the peripatetic houses was a wooden one with a concrete front. It appeared to survive the agitation without disintegration of any kind. In this particular case widening was so earnestly desired by the town-planners that the citizens were given new ground at the back of their houses, so that they actually benefited by the shift. The next day they burst forth into decorations, as is the Japanese habit. It so happened that their houses backed on to a comparatively large but ruined property, the owner of which was only too glad to make a compulsory contribution to help towards his rehabilitation.

The few ruins that still remain dotted about Tokyo are mostly of private houses of the larger kind whose owners, at the time of the earthquake, were living in respectable poverty and who have not the means to reconstruct their shattered fire-wrecked estates. These present a melancholy spectacle.

When the appalling loss of life and the holocaust of 30,000 people at one point are put out of one's mind, it is easy to see how a city can benefit by a catastrophe of the magnitude of the 1923 earthquake. One of the very greatest benefits to the city, now on the verge of completion, will have been the conversion of the "S" shaped urban electric railway into a circle of about the same dimensions as the London Inner Circle. Vested interests made the accomplishment of this task hardly possible in fewer than ten years before the earthquake. It now seems as if five years will have been saved. The link is a matter of less than two miles, but it runs through one of the most populous parts of the city.

Now storm-sewers have been laid in places, and the upheavals occasioned by this work have sorely harassed motorists for the past two years. But tubes and what are even more needed—sanitary sewers—will never come for the Japanese farmer insists on his right to the emptying of cesspits. In this respect Tokyo may remain an offensive anachronism to foreigners for all time. Japanese who have travelled abroad are the first to reproach their countrymen on this unpleasant matter, but until the Japanese are convinced of the superiority of nitrate and sulphates the spot will remain.

A SOLDIER'S TALE. HALF A CENTURY OF FAITHFUL SERVICE.

"MEMOIRS OF FORTY EIGHT YEARS' SERVICE," by General Sir Horace Smith-Dorrien, G.C.B., G.C.M.G., D.S.O. Published by John Murray, London.

"A soldier's tale of war and war's alarms" might very well sum up the feelings of the reader of this most excellent book. There are few, if any, frills or fancies in the 29 chapters which record the history of quite a number of Britain's little wars from 1878 onwards until the chief centre of interest, August 1914-May 1915, is reached. But it will undoubtedly be upon the last hundred pages or so that criticism will concentrate.

There is, however, much that is of great interest in the tale told of Smith-Dorrien's younger days. No time is wasted in the detail of preliminary chapters which have ordinarily come to be associated with memoirs of this type. Instead, we find ourselves in the first six pages given all we are to receive regarding Smith-Dorrien from the age of 1 to 21 and immediately thereafter we are carried to South Africa and the battle of Isandhlwana. But what are we to make of the following:—"I went up to see Captain Bromhead and I told him a big fight was expected and that I wanted revolver ammunition. He gave me 11 rounds." 11 rounds! There may be some underlying sarcasm here, but there is none a page or two later on:—

"After the war the Zulus, who were delightfully naïve and truthful people, told us that the fire was too hot for them and they were on the verge of retreat, when suddenly the fire slackened and they came on again. The reader will ask why the fire slackened, and the answer is, alas! because, with thousands of rounds in the wagons 400 yards in rear, there was none in the firing line; all those had been used up. How often, the author might very well ask, has seen history repeat itself in this respect? Later in the same Isandhlwana "show" Smith-Dorrien himself was caught during the actual fighting "scrounging" ammunition belonging to another battalion, and was reprimanded by the Quartermaster:—

"One more quotation from Isandhlwana—typical of many pages in the earlier part of the book—"I jumped on my broken-down pony, which had no rest for 30 hours, to find on topping the neck a scene of confusion I shall never forget, for some 4,000 Zulus had come in behind and were busy with shield and assegai. Into this mob I rode, revolver in hand, right through the Zulus."

Smith-Dorrien was recommended for the V.C. for two separate acts at Isandhlwana but as the proper channels for correspondence had not been observed the manna fell dropped. The author does not say what the two acts were but concludes, "In view of my latest experiences I am sure that decision was right, for any trivial act of good Samaritanism I may have performed, and any would not have earned a V.C. much less a V.C. amidst the deeds of real heroism performed during the Great War, 1914-1918."

It is, however, in the author's story of his part in the Great War that readers will find chief interest. As might be expected, General Smith-Dorrien tells a plain, unvarnished story. Unfortunately, it will unquestionably be the general verdict that the finish is most disappointing and it is to be hoped that later publications will further clear up the mystery surrounding the departure of the leader of the Second Army Corps from France. The author, naturally, must know and guess at much more than he has written but he has very wisely decided to carry his part of the revelation no further than a certain point. It is not the task of the present writer to enter into the merits or demerits of the trouble which undoubtedly arose between the G.O.C. in France and General Smith-Dorrien, but it certainly does seem most extraordinary that the commander who should have been so highly commended for brilliant work at Le Cateau and other great battles should, so very suddenly, be asked to return to London without even the satisfaction of seeing his chief in the field.

Of Smith-Dorrien's work in the war up to his departure for France, the book gives us an admirable idea and one cannot but be impressed by the frequent references which he makes to the almost incredible fortitude of the infantry, under the terrible discomforts of the earliest months of the war.

The various actions, including Mons, Le Cateau, La Bassée, etc., are illustrated by official maps which will be found of immense value to the reader, and there are many interesting illustrations. After his retreat from France, General Smith-Dorrien went on to Africa and later to Gibraltar which was his last official position. He tells many delightful stories throughout the book, especially of the years which he spent in India, and these go a long way towards carrying the pages so replete with war. Altogether, a most enjoyable volume.

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In Packets of 1/2 Kilo 1 lb. 2 oz.45 cts. A Packet.
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BRIGGS' BITUMINOUS ENAMELS & SOLUTIONS.
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ANTI-CORROSIVE and ANTI-FOULING COMPOSITIONS FOR SHIPS' BOTTOMS.

NEW HATS
FROM
HENRY HEATH
Our new season's stock of Henry Heath Hats which has just arrived, includes the latest styles and new shades from London.
There are shapes to suit each type of physical feature and a very good range of the fashionable SNAP-BRIM HATS.
MACKINTOSH & CO., LTD.
MEN'S WEAR SPECIALISTS.
ALEXANDRA BLDG., DES VOUT ROAD.

VAN HEUSEN COLLARS
MORE COMFORTABLE THAN A SOFT COLLAR.
SMART APPEARANCE OF A STIFF COLLAR.
EXTRAORDINARY LONG WEARING QUALITIES.
NO GREASING NO LOSS OF SHAPE
NO SEAMS NO PIN REQUIRED
NO ROUGH EDGES DOES NOT CLING TO NECK
NO STARING SAVES THE TIE
NO JOINTS SAVES THE SHIRT
All These Points combine to make VAN HEUSEN the World's Most Economical and Attractive Collar.
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THE SINCERE CO., LTD.

WHITEAWAY'S
PURE WOOL WITNEY BLANKETS.
NEW SEASON'S SHIPMENTS JUST ARRIVED.
REAL WITNEY BLANKETS
EVERY PAIR GUARANTEED
SINGLE BED SIZES AT \$18.95, 19.75, 23.50, 29.50 & 52.50 PAIR.
DOUBLE BED SIZES AT \$29.50, \$35.50, 39.50 & 79.50 PAIR.
CUT BLANKETS \$9.95 PAIR.
FIRST FLOOR SHOWROOMS
WHITEAWAY, LAIDLAW & Co., Ltd.

CORRESPONDENCE.
SAFETY FIRST.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR.—The Articles which have recently appeared in the *Daily Press* and in other papers on the subject of the dangerous state of our roads due to the large increase of motor traffic, during the last few years have doubtless been followed by the majority of motorists with considerable interest. I should first like to state that the alarming number of accidents (in proportion to the number of cars in the Colony) reported in the press, by no means represents all the accidents which occur, as those engaged in the insurance of motor cars can testify. I would say that the majority of motor accidents, apart from those where third parties are injured, are never reported in the press and the public are consequently in ignorance of these. What are the reasons for all these accidents? Motoring in this Colony is still in its infancy and the Chinese, motor-drivers and pedestrians alike, have not yet acquired that road-sense which comes in time as a result of greater familiarity with fast moving vehicles.

From personal experience I consider that one of the chief causes of accidents in Hongkong is the fact that there exist no recognized driving signals here as there are in England and elsewhere. Scarcely any two drivers indicate what they are about to do by making the same signals. The favourite signal amongst taxi-drivers, and other Chinese drivers is that of allowing the right arm to hang down limply (as if lifeless) outside the body of the car. I have yet to learn quite what is intended by this and, if possible, always give such drivers plenty of space.

The man who puts his right arm out and then turns to the left is also not unknown to users of our local roads. But perhaps the driver who is responsible for most accidents is he (or she) who pulls up without giving any warning at all.

Lastly, you have the driver who has dropped his passenger somewhere on the Peak and comes down Stubbs Road, faster than is really safe, cutting corners as he comes.

The following are the driving signals in common use by motorists in England which I venture to suggest might with advantage be adopted by the Police in this Colony, viz:—

- 1.—I am Going to Stop. Right arm fully extended, palm downwards, the hand making a number of movements as though patting the ground.
- 2.—I am Going to Turn to the Right. Right arm fully extended, palm of the hand to the front.
- 3.—I am Going to Turn to the Left. With the right arm fully extended, palm of hand to the front, carry it forward along the same horizontal plane in a semicircular sweep.
- 4.—Come Past Me. Right arm dropped vertically to its full length and brought forward in a swinging vertical motion to the front.
- 5.—I am Going to Stop. Fore-arm raised vertically, and palm of hand opened out.

Care should be taken not to give the signal at the same time that the movement which the signal is intended to indicate, is carried out, but ample time should be allowed.

If the above signals become general we shall at least understand each other and this is all to the good. For the driver of the vehicle with a left-hand drive I can make no suggestion except, perhaps, that he should remember that, as the car behind him will be looking towards his off-side for a possible signal which he will be unable to make, it behooves him to exercise additional care.—Yours truly,
G. H. ELLIOTT.
Hongkong, October 6th.

THE TROUBLE IN SCHOOLS.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR.—I have just read for a second time Bellamy's life of Byron. The extract quoted below is interesting as it shows that not only in schools in China have we had rebellions, etc. There have been numerous other similar instances at Universities and schools in England. I hope the extract will help some persons to take a balanced view of the student trouble in China. In my opinion too much has been made of it. However, we live and learn by mistakes.

The extract of course refers to what happened at Byron's school—Harrow. When in March, 1805, Dr. Drury retired, there was a rebellion among the boys against the appointment of his successor, Dr. Butler, and in favour of his son Drury. Wildman was at the head, and the question arose whether Byron was likely to join. Someone said he knew he would not, because he did not choose to act second to any one, but that he might at once be secured by being given the leadership. Whereupon Wildman readily made way, and his lordship condescended to take command. He continued to be rude and incapable in his attitude to Butler, part of whose offence seems to have lain in his youthfulness, which, he being only thirty-one, would naturally contrast somewhat strongly with the maturer age of Drury, retiring after thirty-five years' service at the school.

MISSIONARIES FOR CHINA.
WISDOM OF SENDING MORE IS QUESTIONED.

A LOCAL OPINION.

That the people on the spot who advised the Home headquarters of the Societies whether it was safe or dangerous to send out lady missionaries for work in China were the best judges of the matter, was the opinion expressed to a *Daily Press* representative yesterday morning by a member of the London Missionary Society at present staying in the Colony.

Yesterday in the *Daily Press* we published a reference to a meeting, of the China Inland Mission in London, when "God speed" was said to a number of missionaries leaving for China, and also an extract from a letter to the *Times* in which Mr. H. H. Johnstone, of Marlborough, said:

"I am far from being antagonistic to missionary effort, but, having mixed much with Chinamen in England, I know the spirit of hostility which the presence of Christian missionaries arouses in that country, and I think the authorities of the China Inland Mission are undertaking a grave responsibility in sending out women missionaries at the present crisis. Perhaps it is not too late to sound a note of warning."

The missionary interviewed by the *Daily Press* representative said that as far as the London Mission were concerned all their members were at their posts, except the two men for Canton. The latter were at the moment staying in Hongkong, but they were only waiting for the boycott to lift and then they would return. But the London Mission workers did not go far inland. The work in the interior was done for the most part by the China Inland Mission, which had its headquarters at Shanghai.

In his opinion the people at the local centres were the best judges of the conditions inland, and they maintained constant communication with London and advised London what to do in the matter of sending out additional help. He knew enough of the China Inland Mission Council, he said, to be sure that they would collect all the facts and judge the situation clearly. They would certainly not act rashly in a matter such as this.

"With regard to new recruits to the ranks of the missionaries," he continued, "these are straight away sent to language schools in the big centres where they study for twelve months before going into the interior. The Inland Mission has two training schools for such recruits."

Personally, he did not believe the report that Japanese summer resorts were being frequented by missionaries because of the trouble in China. Some missionaries might be there for the summer holiday months, but that was all. The situation as far as he understood, was not so acute in the North as it was in the South. British missionaries would probably wait until better communications were established before venturing far into Kwangtung and the South. As far as Canton was concerned the Bolsheviks had announced that they were going to suppress Christian education in the schools, but in this direction they had as yet made no step. Regarding the Christian Churches the reports he had received were to the effect that they were carrying on their services as usual, and as a matter of fact delegations of strike leaders had attended the services regularly. Quite possibly they attended to hear whether anything was being said against the strike, but during the services they were orderly and caused no trouble. The attitude of the Government was anti-Christian, and of the strongest adherents to the movement being Wong Ching Wai. Some of the Christian schools in Canton, however, had in about a week's time. Now the mission was waiting to see whether the Canton Government took any action on their threat to suppress Christianity.

In conclusion the *Daily Press* informant said that some mission societies had stopped sending out members, but those missionaries engaged in work in the large centres would be quite safe and there was no reason why they should not come back to take up their work again.

"I never feared the young usurper's nod," boasts Byron in *Childish Recollections*, in which the new chief was designated as "pomposus" and in the MS. was the complete.

A boy o'er boys he holds a trembling reign,
More fit than they to seek some school again.

"Unfit to govern, ignorant of rule," is part of the flattering description which was given to Byron. One day he was summoned to give an explanation of his action in tearing down the window-bars in the hall, and replied arrogantly, "Because they darkened the room."

Another illustration of his insolence is supplied by his refusal to the Headmaster's invitation to dinner at the Headmaster's (Byron's) home, he, Byron, would certainly not invite him to dine. Altogether, it is not a very agreeable picture that we conjure up for ourselves of this schoolboy, and yet it is a picture of never-fading interest, and it is pleasant to know that he became reconciled to both Henry Drury and "Pomposus." He was a monitor before he left.—Yours faithfully,
CHIT SIN YAN.
Hongkong, October 6th.

KAIPING HOUSEHOLD COAL
In Lots of not less than 1-ton.
Delivered to Peak District (above Bowen Road), \$22.00 per ton.
Delivered to Bowen Road and Lower Levels, \$24.00 per ton.
Delivered to Kowloon, \$22.00 per ton.
Orders should be sent in writing not by telephone at least 24 hours before the Coal is required.
All orders must be accompanied by Cash, Cheque, or Compro Order payable to "The Kailan Mining Administration."
THE KAILAN MINING ADMINISTRATION,
Head Office:—TIENHSIN.
DODWELL & CO., LTD., Agents, Hongkong.

LOCAL SPORT.

BOWLS.

KOWLOON DOCK BEAT SHANGHAI.

The Shanghai Interport players were entertained at Kowloon Dock yesterday, when the home side won by 20 to 13. The game throughout was keen, though Shanghai seemed to be unaccustomed to short heads. The teams were:—
Kowloon Dock:—F. Goodman, G. Puchon, A. Gourlay and R. Lapsley (S.).
Shanghai:—G. Johnson, F. L. Marshall, T. G. Main and R. Phillips (S.).
The scores were as follows:—

	S.	K. Docks.
1	0	3
2	0	3
3	1	0
4	0	2
5	1	0
6	2	0
7	0	1
8	3	0
9	1	0
10	0	1
11	1	0
12	0	2
13	1	0
14	0	1
15	0	1
16	0	3
17	1	0
18	0	2
19	1	0
20	0	1
21	1	0
Total	13	30

After the match Mr. J. Garraway, Vice-President of the Dock team, congratulated Shanghai on the fine game they had played against the Club, and Mrs. McKelvey presented the visitors with silver forks as a memento of the day. Mr. Phillips suitably replied.

FOOTBALL.

LEAGUE MANAGEMENT COMMITTEE.

A meeting of the Hongkong Football League Management Committee, took place yesterday evening, when it was decided to arrange for a section "B" of the second division.

Thirteen teams entered, but three were rejected, the ten permitted to enter being: Surrey "Ducks" Reserves, Kowloon "B," St. Joseph's (2 teams), Club de Recreo, Moslem (2 teams), University and South China (2 teams). The date of commencement was held over subject to Thursday's meeting.

A letter was read from the Association concerning the allocation of grounds, and it was decided to send delegates to the meeting on Thursday.

GOLF.

H.K.G.C. VOLUNTEERS.

The following teams have been selected to represent Royal Hongkong Golf Club and Volunteer Defence Force at Fanning on Sunday, October 11th:—

ROYAL HONGKONG GOLF CLUB.—A. H. Ferguson, 2, N. L. Smith, 3, Capt. Morris, 4, L. G. S. Dodwell, 5, Capt. Bennett, 6, H. U. Ireland, 7, J. Bulmer, 8, W. Douglas, 9, R. Hancock, 10, F. J. de Rome, 11, F. G. Walker, 12, M. M. Maas, 13, J. L. Shellshar, 14, W. Lang, 15, G. M. Dalgaty, 16, H. G. Hegarty.

VOLUNTEERS.—J. R. M. Smith, 2, T. D. E. Pendered, 3, J. R. Mitchell, 4, J. M. Walker, 5, R. L. Monerick, 6, J. E. Ross, 7, T. G. Bennett, 8, L. R. Andrews, 9, A. B. Parry, 10, G. S. Hughes, 11, E. D. Black, 12, D. G. Bruce, 13, A. Sommerfeldt, 14, W. J. Clerk, 15, K. S. Morrison, 16, L. S. Greenhill.

HOCKEY.

H.K.G.C. v. PUNJAB.

The following will represent the Hongkong Hockey Club against the Punjab at 5 p.m. on Saturday at the U.R.C.:—P. W. F. Mills, A. P. T. Farrington, D. H. Sherman, A. A. Dand, E. J. R. Mitchell (capt.), E. W. L. Martin, R. Owen, Hughes, R. C. Allen, L. G. Sillitoe, R. M. B. D. Evans and G. P. Lawmerr.

POLO CLUB GYMKHANA.
ATTRACTIVE PROGRAMME FOR END OF SEASON.

[BY ARMS.]

As the interport polo fixture with Shanghai has fallen through, the Hongkong Polo Club Committee have made arrangements to hold a gymkhana on the afternoon of Saturday, October 31st. It will take place on the Club's ground at Causeway Bay, just behind the Hongkong Jockey Club Stables.

The programme will commence at 2.30 p.m. with a 4-chucker polo match, between teams representing the Civilian and the United Services. This will be followed, at 5 p.m., by a Victoria Cross Race, in which each competitor will have to negotiate a hurdle, dismount, pick up the wounded "man," and carry him back on the pony over the hurdle and past the winning post. Probably this will be run "against the watch" or in heats.

The third event will be a Polo Ball Race. At a given signal riders will line up two deep in front of pavilion, first line riders will hit their respective balls, second hit by second line riders, after that, alternately, ball to be driven round given course through posts and around through goals in centre of field. Riders hitting out of turn or hitting wrong ball will be disqualified.

A Ladies' Nomination event will follow, which is guaranteed by Mr. W. T. Stanish, the Honorary Secretary, to provide the "funny incidents" of the afternoon. The chief ingredients, I am told, are a hard-tack biscuit, a teaspoon and a bottle of soda water in addition to the mounted man and his lady nominator.

Musical Chairs—conditions as usual—will follow. The final item on the programme is described as a Balachava, a game, conditions of which have not yet been disclosed.

Provided fine weather prevails, an interesting afternoon's sport is promised to wind up the present season and start the "Polo Year" on its way. The band of H.M.S. *Hornet* will be in attendance, and tea will be provided for members and their guests in a marquee on the lawn near the Club House. Lists calling for entries will be posted shortly at the Polo Club and Jockey Club Stables.

CRICKET.

H.K.C.C. WIND-UP FIXTURES.

The following will represent the Hongkong Cricket Club versus the Rev. E. K. Quick's Shanghai Interport XI. on Saturday next, at 2 p.m. on Kowloon Cricket ground:—H. G. B. Burne, H. Griffin, B. Hancock (capt.), A. W. Hayward, E. W. Hamilton, H. Owen, Hughes, T. E. Pearce, Rev. T. B. Powell, L. E. Ralph, F. J. de Rome, G. R. Sayer, G. R. Vallack, and R. E. A. Webster.

The following will represent the Hongkong Cricket Club 2nd XI. v. the University on Saturday on the University ground:—S. A. Arthur, C. T. Fowle, H. Griffin, A. K. McKenzie, W. W. MacKenzie, D. H. F. McMaster, L. D. McNicol (capt.), D. E. G. Nicholson, H. V. Parker, T. D. E. Pendered, and D. A. Rushlow. Conveyance will leave the Club pavilion at 1.45 p.m.

The following will represent the Hongkong Cricket Club v. Kowloon on Monday, October 12th, on Kowloon Cricket ground:—H. G. B. Burne, H. Griffin, B. Hancock (capt.), A. W. Hayward, E. W. Hamilton, H. Owen, Hughes, T. E. Pearce, Rev. T. B. Powell, L. E. Ralph, F. J. de Rome, G. R. Sayer, G. R. Vallack, and R. E. A. Webster.

C.S.C.C. FIXTURES.

An alteration has been made in the arrangement between the Civil Service Cricket Club and the Kowloon Cricket Club to play a two-day cricket match on Saturday and Monday.

The Civil Service C.C. will meet on their own ground on Saturday a team composed of twelve men from the Kowloon C.C. Play will commence at 2 p.m. The C.S.C.C. side will be B. D. Evans (Captain), H. G. Wallington, E. C. Fincher, F. J. Ling, W. H. Edmonds, C. H. Beardall, F. E. Lawrence, T. Baker, E. H. Holdman, F. L. Squibbs, H. Y. Strange and E. A. Bastin. Reserves: H. P. Harper and H. Westlake. On Monday the Civil Service C.C. will be the guests of the Indian Recreation Club in a friendly game which will begin at 1.30 p.m.

NEW ADVERTISEMENTS

HONGKONG JOCKEY CLUB.

NOTICE IS HEREBY GIVEN that the Date of the LAST EXTRA RACE MEETING of the Season advertised for the 5th DAY OF DECEMBER, 1925, will be held on 20th NOVEMBER, NEXT instead.

By Order,
H. GREENWOOD,
Acting Secretary.
[2726]

NOTICE.

AS From the 22nd AUGUST, 1925, Mr. JOHN ROBERTSON CEASED to be a PARTNER in our Firm.

W. A. HANNIBAL & CO.,
Haverton & Canton.
[2715]

NOTICE.

The Underigned Have THIS DAY ESTABLISHED MYSELF AS A STOCK, SHARE AND GENERAL BROKER under the Firm Name of R. T. MATHESON & Co. Temporary Address: c/o HONGKONG CLUB.

R. T. MATHESON.
Hongkong, 1st October, 1925. [2705]

HONGKONG JOCKEY CLUB.

THE SIXTH EXTRA RACE MEETING will be held (weather permitting) at HARRY VALENT on SATURDAY, 10th OCT., and MONDAY, 12th OCT., 1925.

The First Race will be Run at 2.45 P.M. each day.

The Charge for Admission to the Public Enclosure will be \$1.

Spectators and Soldiers in uniform, Half Price.

Members are advised that they must show their Season Tickets to obtain Admission to the Members' Enclosure.

Each Member has the right of introducing 2 Non-Members to the Members' Enclosure. Tickets for whom can be obtained from Messrs. LEITCH & DAVIS at \$5.00 each day up to FRIDAY, OCTOBER 9th, 1925.

The Stewards invite the Ladies of Hongkong to be present.

[2720]

TAIKOO CLUB.

HONGKONG LAWN BOWLS INTERPORT MATCH.

TAIKOO BOWLING GREEN.

WEDNESDAY, 7th OCTOBER.

Match to Start at 3.30 P.M.
Special Car will Leave Post Office 2.45 P.M.
Lunch will Leave Kowloon Police Pier 2.45 P.M.

TAIKOO CLUB extend a Cordial Invitation to the Ladies and all Bowlers of the Colony.

[2718]

HONGKONG SMALL INVESTORS' SHARE AND REAL ESTATES CO.

HOUSES, FLATS, BUILDING-LOTS, ESTATES Negotiated for RENT, AUCTION, or PRIVATE SALE. Management arranged for Clients proceeding abroad.

THURSDAY, C. 4390. SMALL INVESTORS, 10, DES VOGES ROAD.

[2534]

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Chater Road. [2507]

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COMMERCIAL PREMISES ON GROUND FLOOR, 16A, DES VOGES ROAD CENTRAL. Would make Admirable Showroom. For full particulars, apply to—

THE MANAGER,
HONGKONG AND CHINA GAS CO.
[2514]

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GODOWNS IN ALEXANDRA BUILDINGS (Basement). Apply—

SECRETARY,
A. S. WATSON & Co., Ltd.
2053

TO LET.

TWO Newly-constructed EUROPEAN HOUSES, MAGAZINE GAR, MOTOR ROAD, Three Flats, Three Large Rooms, each with Kitchen, Servants' Quarters and Bath Room, fitted with Flush System.

Garage provided. Immediate possession.

Apply—
SANG KEE,
New Bank Building.
[2221]

JOHN THOMAS COTTON

BUILDER'S MERCHANT.

No. 7, PRATA EAST, HONGKONG.

Supplies Building Material. Undertakes to Erect Building Work. Carpenters, Stonemasons, Bricklayers, and Concrete Labourers Supplied.

ORDERS SOLICITED.

Telephone No. 4928 CENTRAL. [2703]

INTIMATIONS

HAMBURG-AMERIKA LINIE.

THE Steamship

"OLDENBURG" having arrived. Consignees of Cargo by her are hereby notified that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the Wharves, Delivery can be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th October, 1925, will be subject to Rent.

All Claims must reach us by 7th October, 1925, or they will not be recognised.

All damaged Packages will be examined by Messrs. Godard and Douglas (Marine Surveyors) at 10 a.m. on 5th October, 1925.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JESSEN & Co., Agents.

Hongkong, 1st October, 1925. [2706]

THE BEN LINE STEAMERS, LIMITED.

FROM LEITH, MIDDLESEBRO, ANT-WERF, LONDON AND STRAITS.

THE Steamship

"BENRINNES."

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the Wharves, Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th instant, will be subject to Rent.

All Claims against the Steamers must be presented to the Underigned on or before 16th instant, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 9th instant, at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

Hongkong, 2nd October, 1925. [2707]

NOTICE TO CONSIGNEES.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER "KALVA."

ARRIVED HONGKONG ON 2ND OCT., 1925.

FROM ANTWERP, LONDON, GIBRALTAR, MARSEILLES, MALTA, PORTSAID, ADEN, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where such Consignment will be sorted out Mark by Mark and Delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless Instructions have been given to the contrary Six hours before arrival of the Steamer. Goods not cleared within 8 days, including date of arrival will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 a.m. on Mondays and Thursdays, within the Free Storage Period.

All Claims against the Steamer must be presented to the Underigned on or before the 22nd Oct., 1925, or they will not be recognised.

No Claims will be admitted after the Goods have left the Godown.

MAKINNON, MAKENZIE & CO., Agents.
Hongkong, 3rd October, 1925. [2714]

PAID "WANTED" ADVERTISEMENTS

TO LET.—Portion of Third Floor of STEPHENS BUILDING. Suitable for Two Large Offices or Several Smaller Ones. Well Lighted. Apply—Deacons, Prince's Building. [126]

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BY THE PEARL RIVER

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With Illustrations, Maps and Plans. Price \$1.75.

On Sale at—
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INTIMATION

WATSON'S Celebrated DRY GINGER ALE

Its unique 'dryness' delightful aroma and rich flavour are features which give this beverage the IMMENSE POPULARITY it deserves.

It has been repeatedly declared by travellers, tourists and others, that WATSON'S DRY GINGER ALE is UNEQUALLED by any similar product throughout the world.

"PYERIS"

SPARKLING MINERAL WATER.

A Delicious Table Water, healthful and refreshing. Surpassing in quality the celebrated European Spa Waters.

Blends excellently with Wines and Spirits, especially Whisky.

IN QUARTS, PINTS & SPLITS.

A. S. WATSON & CO., LTD.,

AERATED WATER MANUFACTURERS.

ESTABLISHED 1841.

BIRTH.

CAMIDGE.—On October 6th, at Peak Hospital, to AUDREY, wife of R. A. CAMIDGE, a daughter. [2724]

MARRIAGES.

PATERSON—BARTLETT.—On October 6th, at the Church of the Rosary, Kowloon, Mr. ROBERT PATERSON, of the Asiatic Petroleum Co., Nanking, only son of Mr. R. J. PATERSON, of Messrs. Ker, Bolton & Co., of London, and Miss JOSEPHINE BARTLETT, daughter of Mr. and Mrs. H. BARTLETT, of Kensington, London, S.W. [2725]

VAN DER MEULEN—LLOYD.—On September 19th, at the Registrar's Office, Singapore, CLAUDE FITZROY LLOYD to MAGDALENA VAN DER MEULEN. [2723]

Hongkong Office: 14, Chater Road.
London Office: 131, Fleet Street, E.C.4.

The Daily Press.

HONGKONG, OCTOBER 7TH, 1925.

THE SITUATION IN CANTON.

We can only express a fervent hope that the latest rumours regarding the situation in Canton may be true. Our Chinese correspondent suggests that "Messrs. BORODIN, GALLANT, SEMINOFF, et hoc genus omne, being dissatisfied with their immediate prospects, and uncertain regarding the outcome of the fighting which appears to be imminent, are preparing for departure. If they find any difficulty regarding booking their passages we would certainly advocate that the British Government should place a vessel at their disposal.

Of course, no one can say definitely what the intentions of M. BORODIN and his friends may be or what plans they have for the future. The only thing of which we are certain is that while they remain in Canton their policy will be antagonistic to British interests and there will be no chance of permanent peace. The report that they are thinking of leaving has probably gained ground because a good many of the Kuomintang officials have taken the precaution during

the last few days of sending their families away to more settled places, of abode outside of the capital. There seems to be a growing feeling of uneasiness in the ranks of the Reds. They can see the storm gathering and, despite their boasting, they are apparently uncertain of the outcome. The Szechuan General who was to have defended Northern Kwangtung with his army of 17,000 has now been placed under arrest because, presumably, his army has been discovered as a tatterdemalion crew, less than 4,000 strong, without either arms or ammunition. General CHIANG KAI SHEK has taken 3,000 rifles and some field guns from LI FOX LAM and is now arming more of the strike pickets so that if the "Revolutionary Army" is not strong enough to defend Canton during his absence, on the Eastern front these pickets may lend a hand. We can understand M. BORODIN's anxiety if the Reds have reached such a pass that they have to leave the defence of Canton to a few thousand of our former domestic servants.

But the seriousness of the position from the Red point of view appears to be that no reliance can be placed from one moment to another on any of the Commanders. The impression gaining ground daily is that as soon as there is any strong military demonstration by the Anti-Red forces many of those who now fly the Red banner will change sides. There is a distinct belief that Canton, which has been flaunting the colour of apoplexy for so long, is soon going to turn pale.

BRITISH MISSIONARIES IN CHINA.

It is certainly no cause for wonder that the wisdom of sending more missionaries from Great Britain to China is being questioned by correspondents in the Home papers. In connection with the "farewell meeting" under the auspices of the China Inland Mission held last month in London it was announced that fifty-nine missionaries, of whom nine were new workers, would be leaving for this part of the world during the autumn. A list of the names was published and it is seen that over half of these missionaries are women. Many of them, doubtless, are destined for outlying districts, days' journey away from the Treaty Ports and entirely out of touch with European communities.

It is very natural, in the circumstances, that the papers should ask "Is the policy a wise one?" We put the question ourselves to a missionary now resident in Hongkong, and he answered that the missionaries "on the spot" who are in constant communication with London, were the best judges of the situation, and that doubtless London would act on their advice. That is all very well in its way. Apparently London has been advised that there is no danger, and for giving this advice the missionaries "on the spot" must certainly accept full responsibility. But are they always the best judges? Is it not sometimes likely that they may be led astray by their very devotion to the work to which their lives have been consecrated. It is a credit to their hearts, if not to their heads, that they should believe in the sincerity, loyalty and good-will of those among whom they have laboured for so long.

Just over three months ago the country at the back of Swatow seemed to be peaceful and certainly perfectly safe. So it was until a band of Red soldiery put in an appearance. There was nothing to fear from the country-folk. They probably regarded the missionaries who had worked among them as their very good friends. But what can the peasants and farmers do against armed troops. Very soon after the soldiers arrived a number of them raided the English Presbyterian Mission Compound, at Wu-King-Fu and for an hour or more the lives of the missionaries there—two men and two ladies—hung in the balance. The ladies were repeatedly struck with sticks. They were chased through the house and threatened with knives, and, subsequently, all were

given three days in which to leave the neighbourhood. Who can guarantee that there will not be recurrences of such ugly incidents—not the missionaries. Whatever may be the outcome of the present military campaign there will be, throughout South China, for months to come, roving bands of undisciplined troops who will be ever on the look out for opportunities of loot. By many of them isolated foreigners would doubtless be regarded as legitimate prey. We have the greatest admiration for missionary enterprise in China but we scarcely think that the field, for the time being at any rate, is one in which British women can carry on their work in safety.

Lieut. R. A. Chidson, 1st Battalion, the East Surrey Regiment, returned to the Colony on the *Empress of Asia*.

Capt. E. C. Hall, C.M.A., returned from inspection duty in North China by the s.s. *Taiyo Maru* on September 27th.

Mr. A. L. Taylor, of the well-known Shanghai firm of Arts and Crafts, Ltd., arrived by the *Empress of Asia* yesterday.

A Chinese woman caught smoking in Court by the magistrate was fined \$1 for contempt of Court at Kowloon yesterday morning.

Major A. R. Stamford, D.S.O., R.A.O.C., has been granted leave on private affairs from October 8th to October 19th.

The Portuguese transport *Gil Ennes* which is anchored beyond the bar of the Macao Harbour will be sailing for Timor to-day or to-morrow.

The forthcoming wedding is announced of Mr. Michael Howard Turner, of Messrs. Deacons, to Miss Daisy Mainwaring Lockett, Fair, of Hampstead, London.

The R.M.S. *Empress of Asia* brought in a total of 531 bags of mail yesterday, when she arrived from the North. The mail comprised letters and papers from U.S.A., Canada, Japan and Shanghai.

An express issued by the Eastern Extension Australia and China Telegraph Co., Ltd., Hongkong Station, states that normal telegraphic communication with Chinese inland places is now re-established.

An extract from the *London Gazette*, published in Command Orders, states that Second-Lieutenants D. A. Searle and D. H. V. Buckle, of the East Surrey Regiment, have been promoted lieutenants from August 30th, 1925.

Mr. F. Stone, general passenger agent for the Orient for the C.P.R., recently appointed here in place of Mr. E. F. L. Sturdee, is leaving the Colony to-day on the R.M.S. *Empress of Asia* on a visit to Manila. He will return by the same vessel.

The return of notifiable diseases in the Colony for the week ended on October 3rd shows 2 cases of diphtheria, (1 American and 1 Chinese) and 2 cases of enteric fever (1 Indian and 1 Norwegian, imported). The return for the 24 hours ended on October 5th shows 1 Chinese case of enteric fever.

The annual general meeting of the Ladies' Section of the Royal Hongkong Golf Club is to take place at the Helena May Institute on Friday, October 16th, at 10.30 a.m. In connection with the Ladies' Section, a competition has been arranged to take place at Fanling, on Tuesday, October 20th.

The following were among the appointments made by the Secretary of State for the Colonies during the month ended August 10th.—Mr. C. H. G. Bradbury as assistant auditor, Hongkong; Misses M. A. Wilson, Mr. J. Warbrick, S. Bjorndal, M. Dakin, A. M. Cullinan and F. A. Cranfield as nursing sister, Hongkong.

Major-General C. C. Luard, C.B., C.M.G. (General Officer Commanding the Forces in China) is due to leave the Colony on Home leave and departs on the P. & O. s.s. *Malwa* on October 17th. It is understood he will be away for a few months. Major-General Luard arrived in Hongkong in February of this with Mrs. Luard.

Compensation is reported to have been paid by the Canton Government in respect of the Japanese sailor who was killed when the *Whampoa* Cadets fired at a Japanese vessel, from the shore, on July 30th. For the dead \$3,000 was offered and \$500 each for the two men wounded, so it is stated, on a protest being made by the Japanese Consul at Canton.

With reference to the paragraph regarding the commotion at an auction sale, published in the *Daily Press* yesterday, Mr. E. V. M. de Souza writes that the commotion did not take place in the China Auction Rooms. His sale was somewhat disturbed by the noise and confusion in the street outside but the trouble did not originate inside his sales room.

Two dances organised to Naval ships' companies took place last night. One, under the auspices of H.M.S. *Hermes*, was held at the Seamen's Institute, where the dance music was supplied by the jazz band of the *Hermes*. The other function was staged in the Royal Naval Canteen Theatre and was organised by the dance committee of H.M.S. *Carlisle*. The *Carlisle*'s Syncopated Five band was in attendance for this dance.

At the Marine Court yesterday, before Lieut. Commander C. F. Hole, R.N., Chan Yan, master of a cargo boat, was fined \$5, with five days' hard labour in default, for mooring his cargo boat in the Southern Fairway and causing an obstruction in the harbour. At the same court, Chan Kam Tai, master of another cargo boat was fined \$15, with the alternative of two weeks' hard labour, for failing to exhibit regulation lights on his boat while under way.

WEDDING.

PATERSON—BARTLETT.

A very pretty wedding was celebrated at the Church of the Rosary, Kowloon, yesterday, the contracting parties being Mr. Robert Paterson, of the Asiatic Petroleum Company, Nanking, only son of Mr. R. J. Paterson, of Messrs. Ker, Bolton & Co., London, and Miss Josephine Bartlett, daughter of Mr. and Mrs. H. Bartlett, of 27, Redcliffe Gardens, Kensington, London, S.W. The bride arrived in the Colony by the P. & O. s.s. *Khivu*.

The Church was beautifully decorated and the Nuptial Mass was fully choral. The service was conducted by the Very Rev. Father Spada and the couple received the special Papal Blessing.

The bride was attired in a lovely gown of old family lace over gold tissue, with a golden tulle veil depending from a wired Venetian headress adorned with orange blossoms. Madame Flint very kindly offered her services to arrange the veil and bouquets and the effect achieved was charming. The bride's bouquet was of tea roses and maidenhair fern tied with a knot of cream tulle. She was attended, as bridesmaids, by little Daphne Bird, daughter of the Hon. Mr. H. W. and Mrs. Bird, and Marian Lane, daughter of Mr. and Mrs. Lane. The bridesmaids' dresses were of mauve organdie, trimmed with roses and forget-me-nots and in place of bouquets they carried wands trimmed with gold tissue and Honolulua creeper.

The bride was given in marriage by Captain W. E. Clarke, M.A. Clarke took the place of the bride's mother at the ceremony and wore a becoming gown of Irish crochet and carried a bouquet of roses and Honolulua creeper. Midshipman P. Bartlett, R.N., the bride's brother acted as best man.

At the conclusion of the wedding a reception was held at the Probyrty which was kindly lent and decorated by the Very Rev. Father Spada, and subsequently the newly married couple left for Taipo where the honeymoon is being spent, followed by the acclamations and good wishes of their many friends. A large number of valuable presents were received by both the bride and the bridegroom.

THE "EMPRESS OF ASIA."

SOME OF YESTERDAY'S ARRIVALS.

Among the passengers arriving yesterday by the R.M.S. *Empress of Asia* were the following:—

Mr. Albert Kopp, an old time resident of Hongkong.

Mr. and Mrs. L. G. Cranna, returning from a trip around the world.

Mr. J. Marcus, a representative of Albert & Co., Shanghai, on a business trip.

Mr. A. Kooyman, general manager of Blom and Vandergaard, Shanghai, on a business trip.

Mr. H. C. Shrubsole, manager of Nestle and Anglo-Swiss Condensed Milk Company, Hongkong.

Dr. A. Singian, a prominent physician in Manila, returning from a trip around the world. Dr. Singian leaves for Manila by the *Empress of Asia* to-day.

MISCHA LEVITZKI.

Mischa Levitzki, the noted pianist, is to give a second recital to-morrow evening in the Theatre Royal. Those who heard him last Saturday evening should not miss the opportunity of hearing him again in an entirely changed programme. In to-morrow's recital will be included works of Bach, Schumann and Chopin, as well as two of his own compositions, which have gained much popularity in America and Australia.

It is due to a change in Mr. Levitzki's itinerary that he is able to give this extra recital. On Saturday he will leave for Shanghai, where he has been announced to give at least four recitals. From there he will proceed to Peking, Tientsin and Harbin and finally to Japan, where he is booked for no less than seven recitals, which will complete his tour of the Orient.

CABLES.

LATEST CABLES.
[THROUGH REUTER'S AGENCY.]

LOCARNO CONFERENCE.

PRESS REPRESENTATIVES WILL NOT BE ADMITTED.

LOCARNO, October 6th.

All the delegates at the coming discussion, which are expected to take the form of a series of informal talks, have pledged secrecy. Press representatives are barred and only the official information available will be contained in communiqués.

The conference is due to be resumed this morning but a postponement is likely owing to Herr Stresemann having contracted a chill.

EARLIER CABLES.

QUICK WORK ON OPENING DAY.

LOCARNO, October 5th.

The Security Pact Conference opened today. The Mayor welcomed the delegates.

Mr. Chamberlain in his inaugural address hoped that the conversations would be kept free and informal, all meeting on a footing of perfect equality, without a formal President.

The conference decided to waive any discussion of a general nature in order immediately to consider the articles of the draft security pact drawn up by the legal experts of the Powers in London recently. An agreement was immediately reached as regards certain articles and amendments proposed. Other articles were reserved for fuller examination by legal experts, and other articles reserved for later examination by the Conference.

All were delighted with the celerity with which the Conference began the discussions and the progress already made.

The Germans themselves regard the Session as an augury of final success.

LATEST CABLES.

SOVIET AND PERSIA.

MOSCOW, October 6th.

Replying to the Soviet offer to donate 100,000 pounds of grain to the Persians, whose crops have partially failed, Premier Rikzakhan expressed his gratitude. He referred to the cordial and moral ties between the two Governments.

SPANISH GENERAL STAFF.

KING SIGNS DECREE FOR RELIEF OF CHIEF.

MADRID, October 6th.

The King has signed a decree, relieving Captain-General Weyler of his functions as Chief of the Army General Staff.

EARLIER CABLES.

THE EMPIRE'S HEALTH.

MR. AMERY AT WEMBLEY.

LONDON, October 5th.

Mr. Amery, opening the Imperial Social Hygiene Congress at Wembley, dealing with the venereal problem, said that it was beginning to be more and more realised that the administration of the whole Empire must be based on a sound health policy. They were beginning to see in Africa that tropical disease was not something inherent in the climate so much as that it was due to neglect and thus preventable. Although Africa chiefly needed attention, the need existed on a smaller scale in many other parts of the Empire. The problem of venereal disease was most serious, but it was hopeful, because no disease was more capable of cure.

THE O.M.S.

SIR W. JOYNSON-HICKS' REPLY TO CRITICS.

LONDON, October 6th.

Lord Derby, presiding at a luncheon at the Liverpool Conservative Club in honour of Sir W. Joynson-Hicks.

Lord Derby declared that the Government, when elected, had a mandate to smash Communism, but not to remain twenty-five years in Iraq. He said that the Conservatives were somewhat uneasy about this.

Sir W. Joynson-Hicks referring to the partial blessing he had given to the Organisation for the Maintenance of Supplies, and the criticisms, notably Mr. Ramsay MacDonald's, on it, said that he told the O.M.S., as he told other organisations, that they will not be allowed any military status whatever, but if any organisation is prepared to hand him classified lists of names for special constables, engineers, and transport drivers, he would be a fool not to accept on behalf of the Government.

GERMAN DYEWORKS.

OFFICIAL ANNOUNCEMENT OF AMALGAMATION.

BERLIN, October 5th.

It is authoritatively announced that the leading German dyeworks, including the Badische Aniline, will amalgamate soon.

The amalgamating firms will be merged in the Badische Company which, after increasing its capital by the capital of the other companies amalgamating with it, will change its name to the *Interessengemeinschaft fuer Farbenindustrie Aktiengesellschaft*, with its headquarters at Frankfurt am Main.

CAMPAIGN IN MOROCCO.

MARSHAL LYAUTEY'S SUCCESSOR.

PARIS, October 5th.

It is authoritatively stated that the Minister of Justice, M. Steeg, ex-Governor-General of Algeria, will succeed Marshal Lyautey as Resident-General in Morocco.

S.S. "LAOMEDON."

PROPELLER REPORTED LOST.

LONDON, October 5th.

A message from Port Said states that the British steamer *Laomedon* from Yokohama and Penang to New York, which left Colombo on September 28th, reports that in Latitude 10.10 North; Longitude 81.42 East, she lost her propeller owing to the fracture of the tail end of the shaft.

The steamer *Laomedon* will tow her to Aden or Perim.

DISASTER AT MANŒUVRES.

CREW OF FINNISH TORPEDO BOAT DROWNED.

HELSINKI, October 5th.

The Finnish torpedo-boat *N-2* ran aground and capsized in a violent storm during manoeuvres in the Gulf of Bothnia. It is understood that the whole crew of 3 officers and 50 men were drowned.

FOOTBALL AT HOME.

RESULTS OF MATCHES PLAYED ON MONDAY.

LONDON, October 5th.

The following are the results of matches played in the English League to-day:

THE LEAGUE: FIRST DIVISION.

Aston Villa, 4; Sunderland, 2.

SECOND DIVISION.

Fulham, 1; Wolves, 2.

SCOTTISH LEAGUE.

Dundee, 1; Motherwell, 2.

AMATEURS BEAT PRO'S.

LONDON, October 5th.

In the F.A. Charity Shield, the Amateurs beat the Professionals by 6-1 at Tottenham.

The Professionals' team was entirely composed of members of the team which recently toured Australia without defeat.

LATEST CABLES.

[REUTER'S AMERICAN SERVICE.]

HOUSE OF ASHTORATH.

ITS DISCOVERY BY AMERICANS IS REPORTED.

PHILADELPHIA, October 5th.

The authorities of the Museum of the University of Pennsylvania have received a cablegram reporting the discovery of the House of Ashtorath, mentioned in the Bible.

It was the sanctuary of the Philistines in which Saul's armour was hung after he was slain on Mount Gilboa.

SHIPPING STRIKE.

ATTEMPT AT MEDIATION FAILS IN WELLINGTON.

WELLINGTON, October 6th.

The conference between representatives of the ship-owners and the seamen—with the Prime Minister, Mr. Coates, as mediator—has proved abortive.

Mr. Coates, consequently, stated that the only thing to do was promptly to get New Zealand produce moving and protect those, who would undertake that work.

EARLIER CABLES.

U.S.S. "LEXINGTON."

MAMMOTH AIRCRAFT CARRIER LAUNCHED.

QUINCY, Massachusetts, October 5th.

The U.S.S. *Lexington*, America's second mammoth aircraft-carrier, was launched to-day. She has a clear loading space of over five acres on her decks, and is able to accommodate 72 machines. She has a displacement of 33,000 tons, a length of 880 feet, and a beam of 105 feet. She is electrically driven by eight turbine engines of 180,000 h.p. and is capable of a speed of 40 m.p.h.

Originally designed as battle-cruisers, the *Lexington* and her sister ship the *Stratford* were changed to aeroplane carriers under the Washington Treaty. The *Lexington* carries eight 8-inch guns, besides anti-aircraft and machine guns.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

CHINA'S NATIONAL TREASURY.

PROCURATOR KEEN TO SUE TWO MINISTERS.

GOLD FRANCE ISSUE LOSSES.

PEKING, October 5th.

The *Chenpuo* reports that Mr. Wang Ching-Tang, Procurator-General, has petitioned the Ministry of Justice and the General Procurator of the Court, urging that both should bring a suit against the Foreign Minister and the Minister of Finance, accusing them of causing loss to the National Treasury of about \$80,000,000 through the settlement of the Gold France Cases. The petition declares that if similar settlements are made with other Powers, the total loss will be \$120,000,000.

HONGKONG'S TRADE LOAN.

SINGAPORE WILL ADVANCE UP TO ONE MILLION.

SINGAPORE, October 5th.

At the Legislative Council meeting, yesterday afternoon, H.E. The Officer Administering the Government, Mr. E. S. Hoar, announced that the Government of the Straits Settlements had agreed (in response to an appeal from Mr. L. C. M. S. Amery, Secretary of State for Dominion Affairs) to advance the Hongkong Government a sum not exceeding £1,000,000.

The money is to come out of the guarantee fund and will be used for the Hongkong Trade Loan for the restoration of credit in the Colony.

CHINA TARIFF CONFERENCE.

TOKYO PRESS SHOWS ANXIETY AS TO RESULTS.

TOKYO, October 5th.

Some of the morning papers, to-day, express anxiety regarding the prospects for the Tariff Conference in China, owing to the apparent divergence of views among the Powers concerning the agenda.

SHANGHAI ENQUIRY.

OFFICIAL CHINESE NOTE.

PEKING, October 5th.

The *Waichiao*, in a Note to the Senior Minister, given out this evening and dated October 2nd, states that the Chinese Government informed the British Charge d'Affaires on September 1st that a judicial enquiry into the Shanghai incident would only further complicate the issue and involve a waste of time. The Chinese Government does not waver from this attitude.

The Note reiterates that in view of the lapse of time and changed circumstances, the most requisite evidence has become unobtainable or has disappeared. It states that after the Shanghai incident and the Chinese Government's protest on the subject, the Powers sent diplomatic representatives to Shanghai, and these representatives investigated the case. Through the negotiations brought suspense, through the diplomatic representatives' lack of authority to settle the case, nevertheless no question arose with respect to the facts. Afterwards, when the British Government proposed a re-investigation by judicial procedure, the Chinese Government instructed their Charge d'Affaires in London to inform the British Government that a re-investigation was unnecessary. This view was also made known on several occasions to representatives of the interested Powers, and the Chinese Government has not wavered from the attitude originally maintained.

CHINESE CHAMBER'S MOVE.

SHANGHAI, October 5th.

The Shanghai Chinese General Chamber of Commerce, in a full page advertisement in the Foreign newspapers, declares that no Chinese citizens will under any circumstances be identified or associated with the judicial enquiry.

PALMAS ISLAND.

DISPUTE TO BE SUBMITTED TO ARBITRATION.

WASHINGTON, October 5th.

An agreement has been reached between the United States and Holland to appoint Mr. Max Huber, of Switzerland, President of the Court of International Justice at The Hague, as arbitrator in the dispute over the sovereignty of the Island of Palmas in the Philippines. Mr. Frederick Nielson will be special counsel to represent the United States.

NORWEGIAN SHIPS.

HELD UP AT SWATOW.

PEKING, October 5th.

Two Norwegian steamers recently put in at Swatow en route for Canton with cargo.

Chen Chiung Ming has detained the vessels at Swatow, declaring an embargo against Canton. The Norwegian Minister has twice protested to the *Waichiao*, but so far has achieved no result, though the *Waichiao* is making efforts to obtain the release of the vessels.

S.S. "NANKING."

REACHES YOKOHAMA ON FIRE.

YOKOHAMA, October 5th.

The Swedish cargo vessel *Nanking* arrived this morning on fire. She is still burning.

(Continued on next Column.)

ALLEGED FORGERY.

CHINESE MERCHANT FACES SERIOUS CHARGES.

At the Central Magistracy yesterday afternoon before Mr. S. R. B. McElderry the hearing of the case in which Wong Wai Man, a well-known Chinese merchant, appeared on remand from last Friday on a charge of forgery, was continued.

Defendant is charged on three counts: (1) With having uttered certain forged documents, concerning the transfer of 50 shares in the Hongkong and Kowloon Wharf and Godown Company, purporting to be signed as transfer by Wong Chik Co.; (2) With uttering forged documents for the transfer of 250 shares in the China Light and Power Company (1918), Ltd., purporting to be signed as transfer by Wong Lok Sin Tong; and (3) With uttering a forged document, namely a letter, to the Hongkong Electric Company, Ltd., purporting to be signed by Wong Chik Co., requesting them to send all outstanding dividend warrants belonging to Wong Chik Co. to him care of Messrs. Moxon and Taylor.

All the charges are being taken under section 8 of Ordinance 11 of 1922.

Mr. T. S. Whyte-Smith (Assistant Crown Solicitor) prosecuted and Mr. F. C. Jenkin (instructed by Mr. Wadson) appeared for the defence.

Reports of the previous hearings have already appeared in the *Daily Press*.

Further evidence was tendered for the Crown at yesterday's hearing.

A clerk in the employ of Mr. G. R. Haywood, solicitor, and an office coolie were called and gave evidence in respect of a letter stated to have been written by Mr. Haywood to the defendant on May 21st, 1925, and which when called for by the Crown at the previous hearing was not produced. The clerk spoke as to writing the letter, and the coolie gave evidence regarding its delivery.

After further evidence, His Worship adjourned the case until this afternoon.

NOT LIKE WASHINGTON.

CHINESE WHO CHOPPED TREES AND DID NOT OWN UP.

Three men and six women appeared before Mr. E. W. Hamilton at Kowloon Court yesterday, charged with being in unlawful possession of 5,350 cabbies of pine-wood, suspected of having been obtained from the Government Plantations near Ngau Tau Kok.

Mr. J. L. King, who prosecuted, said that when defendants were arrested they were either chopping wood or taking it to their homes.

Defendants pleaded that they had legitimately purchased the wood from dealers. The first defendant, who admitted possessing five cabbies, was fined \$15, two others who said they had bought two cabbies were fined \$12 each, and on the remainder fines of \$10 each were imposed.

REV. J. K. MACONACHIE.

EFFORTS TO ATTRACT HOME ATTENTION TO CHINA.

The current issue of the *Union Church Record* announces that news from the Rev. and Mrs. J. K. Macdonachie is to hand that they were having a very pleasant and recuperative holiday in England. Mr. Macdonachie wrote that he much regretted being unable to proceed as arranged to Stockholm for the International Congress, as he found that it would be exactly the time when it would be possible to see something beyond short glimpses of their few remaining relatives.

Another letter received from him in September says with regard to Chinese affairs:

"Attention to China is not easily to be got. A bit of trouble among the Chinese seems to be the common notion and no one seems to want to know much more. I wrote an article for the *Writings* *Gazette* at the Editor's request and he cut out the paragraphs I most wanted put in. A certain public man got me to write another, which he sent to *The Times* but it has not seemed acceptable though I formed speculation in ten days ago I had a valued opportunity of addressing a group of conservative M.P.'s at the House (in a committee room of course) and found full sympathy for what I take to be the Hongkong view moderately put forth. Dr. Hodgkin and Dr. Harold Balmes the latter of the Shanghai University spoke before me and I had frankly to disagree to some extent. I feel any little influence I can exert must go toward getting due attention to our Colonial opinions and interests, liable to be swamped in sentimentalism or overlooked in the press of affairs."

[THROUGH HAVAS AGENCY.]

FRANCE AND CHINA.

PARIS, October 6th.

General Hsu Shu Tseng ("Little Hsu") interviewed by *Le Temps*, declared that he was glad to have conferred with French specialists of every kind; and to have experienced the pro-Chinese sympathy of all classes of the French nation.

General Hsu is convinced that Chinese civilization and French culture can be joined and complete mutually a number of points, but it is necessary that the two peoples shall become better acquainted.

When he is back in China General Hsu will continue a policy of Franco-Chinese rapprochement.

"LITTLE" HSU IN INTERVIEW IN PARIS.

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[THROUGH HAVAS AGENCY.]

HERE BY HAPPY ACCIDENT.

And judging by what some of the London critics say in their recent issues, they expect him back there in a few years' time, to take a permanent place among the olympians of the stage-world.

But meanwhile Hart House has him, chiefly by a happy accident. It was while he was on his way back to China from England that Mr. and Mrs. Vincent Massey met him and struck a bargain with him to come and take the place of Mr. Bertram Forth, who was homeward bound.

Mr. Sinclair, while he loves the artistic atmosphere of China, says he is glad to get out of that country at this time. He had been through one general strike at Hongkong a couple of years ago, and is pleased now not to be in the thick of another.

(Continued at top of next Column.)

MR. WALTER SINCLAIR.

A CANADIAN APPRECIATION.

The following appreciation, reprinted from the *Toronto Star*, of Mr. Walter Sinclair, will be of great interest to the many people in Hongkong who retain a vivid recollection of his successes as the producer of notable performances by the local A.D.C.

Surrounded by an orderly litter of books, papers and photographs in the small rectangular room that is his office, sits Walter Sinclair, the new presiding genius of the Hart House Theatre, planning enthusiastically for the winter's work that lies ahead of him.

Mr. Sinclair has just come from Hongkong on another of his numerous jaunts across the globe, stopping at London on the way to collect some additional material and the good wishes of a steadily growing circle of admirers.

He dropped in at Wembley too, to have a look at some work of his that occupied the attention of the Queen for a solid half-hour when she visited the first British Empire Exhibition last year.

He does not tell it to you all in one breath, this quiet Englishman from the East, but the Queen was so impressed with his display at Wembley that she despatched a message of congratulation to its author, describing it as one of the most interesting things she had seen in the exhibition.

ART IN NEW FORM.

What was this display? Rather an unusual one. Art in a new form, in fact; for Mr. Sinclair has adopted the model stage-setting as his vehicle and raised it to heights that no one ever dreamed of before.

Of course, working models of stage effects are a familiar part of the theatre's machinery, and it was as the necessities of production that Mr. Sinclair first became interested in them.

Now, however, he loves them for their own sake and creates them for the beauty he can weave into them, scenery, lighting and all.

Some of them have been made for plays that do not even exist and sit waiting, like an empty bird-house, for someone to come and fill them with the spectacles their atmosphere may inspire.

Such is a setting for a Chinese play that offers the most tempting and mysterious nook of eastern garden imaginable to the playwright who has the genius to people it with characters.

Sprung from a different source is a set for "The Tempest," one of the purest examples of Mr. Sinclair's work. This was a model evolved for Mr. Sinclair's production of that play a couple of years ago, and it well illustrates the symbolism by which he evades the necessity for elaborate conjuring tricks and laboured delusion.

Now this symbolism is to be applied to Hart House, and the circle of stage-actors who gather around that far-famed little theatre are waiting to see what effects it will achieve here. Mr. Sinclair is not ready to talk about that yet—he simply says he will begin humbly with a season's programme that includes quite a number of popular shows and work up to more ambitious heights as he goes along.

The inclusion of "Turandot, Princess of China," and Mozart's "Magic Flute" in the schedule just announced, suggest that ambition will not be entirely lacking from the start.

The former, a spectacular bit of Chinese music, is to be presented with special music on November 8th to celebrate the fiftieth production at Hart House, and Mr. Sinclair's knowledge of China is likely to produce something vivid in the way of atmosphere, especially as the original gorgeous costumes are being brought from England.

For "The Magic Flute" Mr. Sinclair arranged with Edward Dent, the noted English critic, to use his setting of that production.

Mr. Sinclair comes to Toronto fresh from a series of very noteworthy successes in the East. Born in Manchester and educated chiefly abroad, he cannot remember a time when the stage had not a fascination for him. It was not until he went to China, some twenty years ago, however, that he began to exploit his talent, first as a diversion and then more seriously as his powers developed. Fifteen years ago he undertook the direction of the Hongkong Dramatic Club, whose work has steadily expanded under his guiding genius.

Even ten thousand miles from London he won recognition. The first amateur production of Bernard Shaw's "St. Joan" to be attempted anywhere was put on under his direction at Hongkong, and provoked such favourable comment that the author sent a letter of appreciation to the leading lady.

Having produced all of Lord Dunsany's plays, Mr. Sinclair had one day the pleasant surprise of receiving from Dunsany the manuscript of a play specially written for his own use.

And judging by what some of the London critics say in their recent issues, they expect him back there in a few years' time, to take a permanent place among the olympians of the stage-world.

But meanwhile Hart House has him, chiefly by a happy accident. It was while he was on his way back to China from England that Mr. and Mrs. Vincent Massey met him and struck a bargain with him to come and take the place of Mr. Bertram Forth, who was homeward bound.

Mr. Sinclair, while he loves the artistic atmosphere of China, says he is glad to get out of that country at this time. He had been through one general strike at Hongkong a couple of years ago, and is pleased now not to be in the thick of another.

(Continued at top of next Column.)

FAR EAST DRUG SMUGGLING.

ECHO OF RECENT HONGKONG CASE.

An echo of a recent Hongkong trial is contained in an official statement just issued of seizures of dangerous drugs which had been shipped from Antwerp by a drug smuggling syndicate to Cuba and to destinations in the Far East, and of the extraordinary methods which are resorted to in order to conceal from the Customs officials the presence of the drugs in the ship's cargo. Acting on the information which they possessed of the illicit shipment of these drugs, the British Government in May last telegraphed particulars of the consignments to the Governments concerned, who were able to effect seizures from the following ships:—

Antiochia.—The consignment consisted of nine cases containing iron safes consigned to Havana. The Cuban Government on May 27th seized 600 kilos (over 1,300 lb.) of opium concealed in the walls of the safes. Information as to this seizure was reported to the League of Nations by the Cuban Government and circulated to the members of the Opium Advisory Committee.

Prima.—The consignment consisted of seven cases declared to contain woollen goods and chemicals consigned to Dainy. On May 30th the Government of Hongkong seized 50 kilos (110 lb.) of morphia in cubes concealed in the cases. Later in June the authorities at Dairen seized 55 lb. of morphia concealed in another case of this consignment, which had escaped the authorities at Hongkong.

Havana Maru.—The consignment consisted of eight cases containing carbolic acid crystals consigned to Dainy and Kobe. On May 31st the Government of Singapore seized 83 lb. of morphia concealed in the cases. Another consignment of eight cases of carbolic acid dispatched from Antwerp on this vessel was found by the authorities at Dairen to contain 32 kilos of morphia.

Imvros Maru.—The consignment consisted of 25 cases of carbolic acid consigned to Yokohama. On May 31st the Government of Singapore seized 139 lb. of morphia concealed in the cases.

Glentworth.—The consignment consisted of 15 cases of iron bedsteads consigned to Shanghai. On June 16th the Government of Hongkong seized 2,622 oz. of heroin concealed in the hollow legs of the bedsteads.

Harvestide.—The consignment consisted of five cases declared to contain various harmless chemicals consigned to Dainy direct, or via Kobe. On June 29th the authorities of Singapore seized 110 lb. of morphia packed in tins concealed in the cases.

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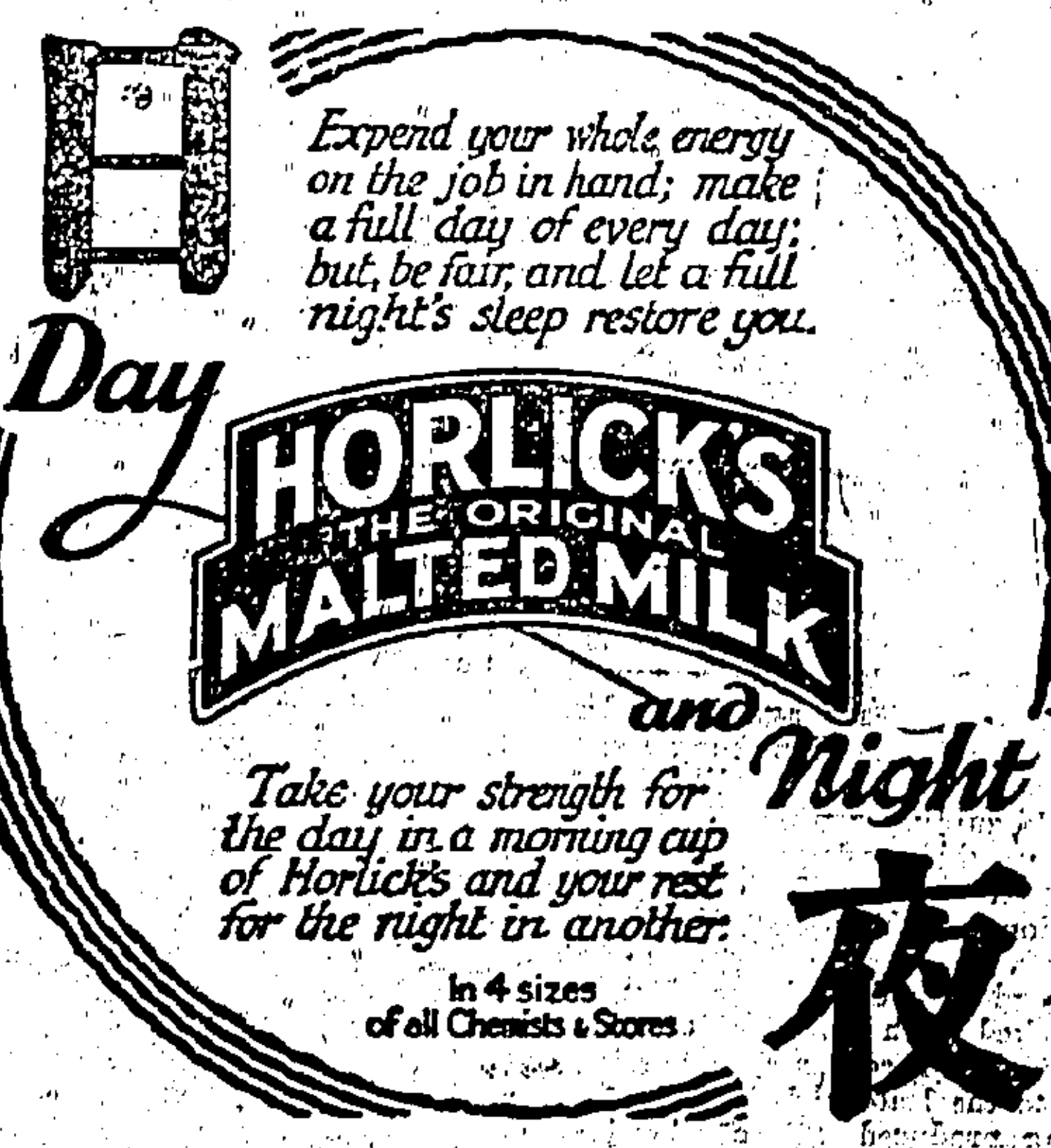
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	Time.	Height.	Time.	Height.
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Thur.	8 m. 0.4	4 ft. 6 in.	2 m. 7.53 p	2 ft. 3 in.
Fri.	9 m. 0.32	4 ft. 6 in.	3 m. 9.13 p	2 ft. 3 in.
Satur.	10 m. 1.18	4 ft. 6 in.	4 m. 10.33 p	2 ft. 3 in.
Sun.	11 m. 2.35	4 ft. 6 in.	5 m. 11.39 p	2 ft. 3 in.
Mon.	12 m. 4.53	4 ft. 6 in.	6 m. 12.18 p	2 ft. 3 in.
Tues.	13 m. 5.57	4 ft. 6 in.	7 m. 1.23 a	2 ft. 3 in.

LINGERIE.

ITS IMPORTANCE TO WOMEN.

[BY ANNE RONALDS IN THE "DAILY NEWS,"]

The slim and straight silhouette being now the only line for the smart woman, it is necessary to study the foundations that make slimmest possible and to get all underneath correct before attempting to wear straight frocks and simple lines.

A leading London dressmaker told me that it is perfectly amazing how many of her clients come to be fitted wearing exquisite fur cloaks and expensive frocks which are discarded only to reveal the most impossibly wrong underwear—camisoles and knickers, and most of all, corsets, that are completely out of date and in no way suitable to the lovely garments worn above them. Now this is horribly inartistic and quite unforgivable and unnecessary. Good dressing should begin with the first garment one puts on, and it is essential that underclothing should be absolutely correct if one is to be really well turned out. I doubt if the average Englishwoman has quite got into the way yet of dressing or would it be more correct to say undressing, to suit the straight line of fashionable dress. Underwear is by a long way one of the most important branches of the science of dress. It deserves careful study, and once the correct underwear is found to suit each type of figure it is a simple matter to carry on comfortably, elegantly and economically.

NO SUPERFLUOUS GARMENTS.

The tendency now in all dress is to eliminate as far as possible all unnecessary details, and in underwear the process of elimination is carried as far as is comfortably possible. The Parisienne wears three garments in winter and two in summer, if she is slim, under her frock. If she is stout she wears four in winter and three in summer. I will describe exactly the garments and the manner in which they are worn. First, the smart woman puts on her corsets, which are of strong, good elastic, well boned in front only, with two pairs of goods suspenders to hold up the stockings. These corsets lace only a little way above the waist at the back, and so there is no suspicion of wrinkling anywhere. The outline is absolutely straight and smooth. Over this, in winter, are worn combinations, of Angora or Shetland wool, with a straight one top, and held by dainty shoulder straps. These garments are featherweight and warm and comfortable, and being extremely soft, do not make bulk. The cami-knickers is the next garment, and this completes the summer underwear of the smart woman. The stout woman merely adds a brassiere of some strong, light silk (such as tricot or even heavy crepe-de-chine), and her costume so far as undies are concerned is complete.

Many women prefer not to wear their corsets next their skin, in which case the Angora combinations can be worn first or a filmy seersucker or millesse vest. On studying this list of underwear one can see that elimination can go no further. Also beyond a few buttons on the cami-knickers and a little lacing on the corsets there is not a single bit of worry in the doffing and donning of these garments. They are light and airy for summer and cosy for winter. They are the minimum of trouble in upkeep, and are as far removed from the undies worn by past generations as the North Pole is from the South.

Lingerie should be of the best materials it is possible to afford. The handwork on them should be of the finest, and this is within the reach of all. Whether one prefers chemise and knickers to cami-knickers is another point that should be settled before arranging one's undernests. The cami-knickers is easier to wear, but not so suited perhaps to some figures. The shape and cut of these garments is another important consideration. I should advise any woman who is really anxious to get well-cut and well-fitting underwear to take the matter as seriously as the buying of a new dress, and fit the garments carefully before buying.

SOME SUGGESTIONS.

Sybil Harris, Albemarle-street, shows along with many beautiful hats and frocks some very beautiful underwear. She rightly thinks that unless the foundation is correct the modern dress cannot be seen to best advantage. Correct line depends almost entirely on what is under. She shows both cami-knickers and chemise and knickers separately. All are exquisitely worked and of chic simplicity. A pink crepe-de-chine cami-knickers has tiny pleats at the sides to give fullness, a V-shaped neckline and tiny bindings on all edges of crepe-de-chine in a lovely shade of turquoise blue-green. Two points in particular on this garment are interesting. First, the fastenings at the foot is wide and has seven small buttons. This does not cause any tightness as the sides are cleverly slit. Second, the shoulder straps are not of ribbon but of two tiny bands of crepe-de-chine, which takes up little room and washes and wears better than ribbon. This is a garment that would give hard wear and great comfort.

A chemise and knicker set had the chemise with a little tailored top which held well into the figure and so allowed the garment to hang gracefully without unnecessary fullness. The knickers were cut to the figure also, and the fullness gathered under a narrow elastic. The chemise, worn over the knickers, of course, came quite to the knees and made a petticoat unnecessary for those who still cling to that now despised garment. A black lace set was very charming as an extra "de luxe" set. The lace being filmy and soft, there was no need to avoid a little fullness, and the chemise (Continued on next column).

A CHOICE OF SALADS.

IMPORTANCE OF DRESSINGS.

I used to ring the changes between a salad masked with a French dressing and a salad cloaked with mayonnaise. Now I serve a different salad every day of the week, and if there was space could give you a different one for every day of the year.

Variety in salads is just as important as variety in sandwiches.

Of course, you cannot provide a choice of salads until you first learn how to vary their dressings. When once you have done that then you can entirely alter, say, a lettuce salad by masking it with Thousand Island dressing, or you can use endive instead of lettuce, and there again you have change. There is no end to the variations and combinations you can have if you use a little imagination.

When making salads, wash vegetables thoroughly, and stand in ice-cold salted water till crisp, then drain and spread on a towel, and set in a cool place till required. When cooked left-over vegetables are being used, mix with dressing, and stand in a cold place one hour before serving. When several vegetables are being used marinate each separately, and mix together just before required.

Meat for salad should be freed from skin, bone, and gristle, cubed, mixed with French dressing, and allowed to stand for an hour before being used. Fish should be flaked and treated in the same way.

FRENCH DRESSING.

A simple French dressing is made so: Stir 1 teaspoon salt, 1 teaspoon paprika, 1 teaspoon white pepper, and 3 tablespoons salad oil together till salt is dissolved, and gradually 1 tablespoon vinegar. Beat till mixed thoroughly. To vary this, add 2 tablespoons vinegar, using tarragon if liked, and 1 tablespoon lemon juice. Or add a tablespoon mustard, or 1 teaspoon onion juice, or both, to the seasonings at the start. Still another variety of French dressing is 1 teaspoon salt, 1 teaspoon pepper, mixed with 1 gill olive oil, then 2 tablespoons lemon juice stirred in gradually, and 3 tablespoons thick cream added when required. Use this for a tomato and any green salad.

For mayonnaise put 2 yolks of eggs into a medium-sized basin with 1 teaspoon castor sugar. Mix well with a silver spoon, then add 1 pint olive oil, drop by drop, till so thick that you have to stir it with tarragon vinegar, or with white vinegar and tarragon turn about. As soon as all the oil is used up and the mayonnaise is sharpened enough with vinegar it is ready. You can vary this with lemon juice instead of vinegar, make it with sour cream instead of oil, and allow 3 tablespoons grated horseradish to a cup of cream, and you have a lovely mayonnaise to serve with cold meat salads. You can season with celery salt as well, or tang up mayonnaise with a desertsportion chopped capers, chives, chervil, or use lemon juice and add a desertsportion finely minced fresh tarragon last of all.

If you want a white mayonnaise add equal quantity of whipped cream to mayonnaise; if green, chop 2 tablespoons parsley till fine, pound with lemon juice, then squeeze through a sieve and add; if red, colour with rich thick hot tomato sauce, and when cool add a little whipped cream.

MAYONNAISE.

For Thousand Island dressing mix 2 tablespoons green pepper, cut finely, with 2 tablespoons pimento, cut finely, 1 teaspoon onion juice, 1 chopped hard-boiled egg, 1 teaspoon Worcester sauce, 1 tablespoon tomato catsup, and 2 tablespoons Chili sauce. Season with salt and paprika, mix gently with a cup of mayonnaise, and lastly, gently fold in 2 cup whipped cream.

If you have any sour cream, mix 2 tablespoons oil, 1 teaspoon salt, 2 tablespoons sugar, ditto vinegar, together, then beat in 1 cup tomato catsup and gradually beat in a cup of sour cream. Use with fish or vegetable salads.

In this case was really an "underlip" fastened on to a straight bodice. The knickers were run on elastic. Tiny pink roses of crepe-de-chine were applied on here and there. For wear under a dance frock this black lace set was delightful. The extreme daintiness of modern underwear was perfectly shown in these sets, which were only a few of many equally beautiful. All were carefully adapted to modern clothing, and were as practical as they were artistic.

WHEN WARMTH IS NEEDED.

It is therefore quite obvious that the woman who wants to be smart must seriously consider her underclothing. One need not be afraid of not being warm enough, but there are ways of getting extra warmth without piling on underclothing. There is a wonderful material called "domette" that is used by all dressmakers for interlining, that is as light and bulky as can be. An interlining of this in an outdoor coat or in the back of a dress gives great comfort and warmth, and does not destroy the outline. One of the smartest women I know has a domette lining put in the back of all her winter and spring frocks. There is absolutely no need to wear specers nowadays.

It is impossible to wear modern dress properly unless one knows how, and that is why I have written on underclothing to-day.



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MYSTERY OF MAN'S ORIGIN.

THE PLACE OF THE CAVE ARTISTS.

The mystery of man's origin was dealt with by Professor Sir Wm. Boyd Dawkins in an address on the antiquity of man in the Anthropological section of the British Association. British history, he said, could not be traced back further than 325 B.C. although they knew by the discovery of Egyptian beads in some of the burial mounds that Stonehenge (which belonged to the bronze age) was a temple held in veneration in the times of Akhenaton and Tut-anh-amen.

CAVE ARTIST AND HUNTER.

Man (*homo sapiens*) first appeared in the concluding phase of the Pleistocene period when the British Isles formed part of Europe, and Europe was linked to Africa, the cave artist and hunter was very high in the stage of civilization, and he was practically identical with the present-day peasants of Central France and Northern Spain.

Showing the head of a man found in the Cromagnon Cave in France, Sir William humorously remarked that, had the man to whom it belonged directed his attention to archaeological research, he might have been President of the British Association. This highly-organized representative of the human race made his appearance at the close of the Pleistocene age. His predecessor (of the type found in the Neanderthal Cave and in caverns in Belgium, Central France, Gibraltar, Malta, and Palestine) was an enormous contrast; he was not a true man, but closely allied to the apes. He was one of the missing links between the higher apes and man; and, although belonging to the family of mankind, was distinct from the species *homo sapiens*. He was in Europe as a hunter long before the cave artist, and there was no doubt whatever that he was not the direct ancestor of *homo sapiens*.

THE MISSING LINK.

There was no evidence that the latter was evolved in Europe. "He was split off from the section probably in temperate Asia," added Sir William, "and I should look for the missing links between *homo sapiens* and these curious ape-like men in those Eastern regions now being explored by Americans with so much success."

Professor Sir Flinders Petrie made an important contribution to this fascinating subject in his lecture on the "earliest civilization of Egypt." Large settlement sites of this civilization, known as Badarian, had been found in the fayum basin of the Nile, and flint and pottery had been discovered of a date not later than 13,000 B.C., and skulls had been found precisely like those of modern men and women. If the evidence was substantiated—and he saw no possibility of getting over it—we should have to wipe the slate and start at a much earlier age than anything previously known with an advanced form of human type. The Badarian civilization was wide-spread and covered a long period, certainly running into 2,000 or 3,000 years, and the finest pottery was at the bottom of the deposits. Uncovered meal-grinding stones showed that the people were agricultural, and this period was the real start of civilization in Egypt. There was no doubt that civilization came from the East, and that Europe was the "Wild West" of Asiatic civilization.

Sir Flinders added that the work of excavation was being resumed this winter.

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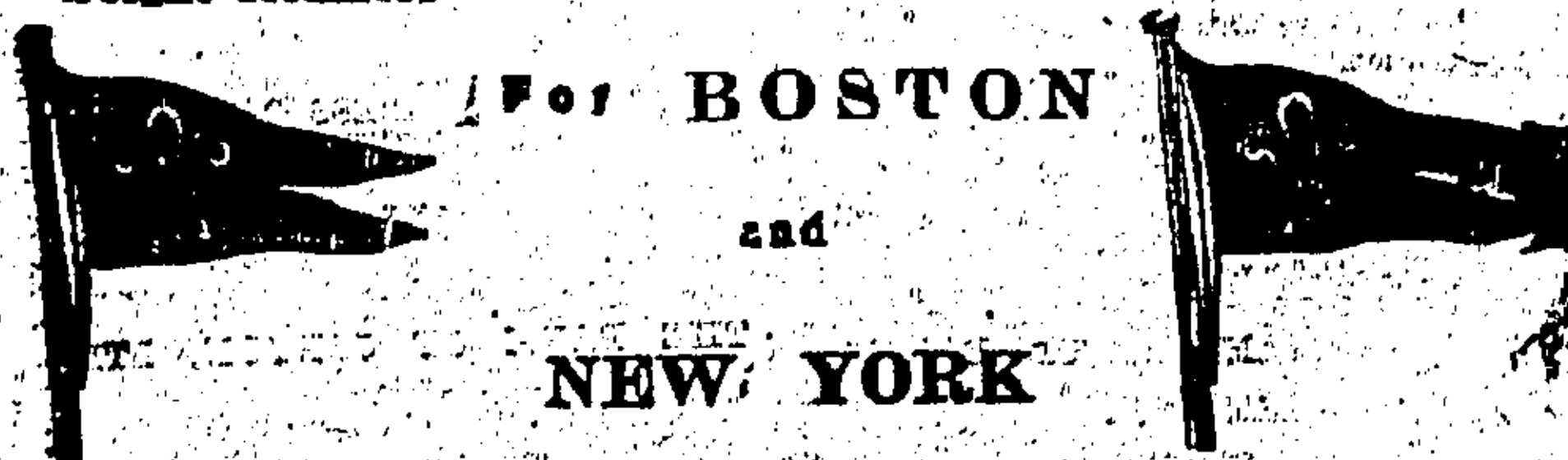
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(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR

STRAITS, JAVA, BURMA, CHYLOO, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"SOUDAN"	6,596	14th Oct.	S'pore, Penang, Colombo & B'way.
"MALWA"	10,941	17th Oct., Noon	Marseilles & London.
"SIOLIA"	8,514	28th Oct.	S'pore, Penang, Colombo & B'way.
"KHIVA"	9,135	31st Oct.	Marseilles, London, & Antwerp.
"MANTUA"	10,941	14th Nov.	Marseilles & London.
"KASHMIR"	8,514	28th Nov.	Marseilles, London & Antwerp.
"MOBEA"	10,911	10th Dec.	S'pore, Penang, Colombo & B'way.
"KASHGAR"	9,008	12th Dec.	Marseilles & London.
		28th Dec.	Marseilles, London & Antwerp.
		1926	
"MALEDONIA"	11,088	9th Jan.	Marseilles & London.
"KHYBER"	9,114	23rd Jan.	S'pore, Penang, Colombo, & B'way.
"DELTA"	5,567	4th Feb.	Marseilles & London.
"KASHMIR"	10,941	8th Feb.	Marseilles, London & Antwerp.
"KASHMIR"	9,089	22nd Feb.	Marseilles & London.
"MANTUA"	10,902	6th Mar.	Marseilles & London.
"KHIVA"	9,135	20th Mar.	Marseilles, London, & Antwerp.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

"TALAMBA" 8,018 12th Oct. Singapore, Penang & Calcutta.
 "TALMA" 10,000 20th Oct. do.

EASTERN AND AUSTRALIAN SAILINGS (South)

"ST. ALBANS" 4,500 4th Nov. Manila, Mindanao, Samar, Java, & Australia.
 "TANDA" 9,958 2nd Dec. do.
 "ARAFURA" 9,958 16th Dec. do.
 "ST. ALBANS" 4,500 3rd Feb. do.
 "TANDA" 9,958 17th Mar. do.
 "ARAFURA" 9,958 31st Mar. do.

Tao K. & S. S. Co., Ltd. steamers will also call at Shanghai, Hong Kong, Canton, Amoy, Swatow, Penang, Singapore, Java, Sumatra, and other ports en route as indicated on offers.
 Frequent connections from Australia with the following:
 The Union S.S. Co. Steamers to the United Kingdom via New Zealand, Vancouver, Los Angeles, San Francisco, and London via the Cape.
 The U. S. S. Co. Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

S.S.	Tons	From Hongkong	Destination
"ST. ALBANS"	4,500	10th Oct.	Moji, Kobe & Yokohama.
"MANTUA"	10,941	17th Oct.	Shanghai, Moji & Kobe.
"GARBETA"	5,337	22nd Oct.	Shanghai, Moji, Kobe & Osaka.
"KASHMIR"	9,135	31st Oct.	Shanghai, Moji & Kobe.
"TANDA"	9,958	7th Nov.	Shanghai, Moji & Kobe.
"MUKKA"	10,911	14th Nov.	Shanghai, Moji & Kobe.
"KASHMIR"	9,135	14th Nov.	Shanghai, Moji & Kobe.
"KASHGAR"	9,008	28th Nov.	Shanghai, Moji & Kobe.
"SOUDAN"	6,596	28th Nov.	Shanghai, Moji & Kobe.
"MALEDONIA"	11,088	1st Dec.	Shanghai, Moji & Kobe.
"ARAFURA"	9,958	15th Dec.	Shanghai, Moji & Kobe.
"KHYBER"	9,114	28th Dec.	Shanghai, Moji & Kobe.
		1926	
"MALWA"	10,941	9th Jan.	Shanghai, Moji & Kobe.
"DELTA"	5,567	23rd Jan.	Shanghai, Moji & Kobe.
"ST. ALBANS"	4,500	9th Jan.	Shanghai, Moji & Kobe.
"KASHMIR"	9,135	23rd Jan.	Shanghai, Moji & Kobe.
"MANTUA"	10,941	6th Feb.	Shanghai, Moji & Kobe.
"KASHMIR"	9,135	20th Feb.	Shanghai, Moji & Kobe.
"KHIVA"	9,135	20th Feb.	Shanghai, Moji & Kobe.
"MOBEA"	10,911	6th Mar.	Shanghai, Moji & Kobe.

All dates are approximate and subject to alteration without notice.
 WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
 Passengers for Baggage must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
 All Cables are fitted with Electric Fans free of charge.
 Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
 For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.
 P. & O. Building, (Opposite Road Central), HONGKONG. Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Ocean Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in State-rooms, Saloons and Excellent cuisine.

SWATOW, AMOY & FOOCHOWAND RETURN
(Occupying 3 or 10 Days)

"HAINING" ... Capt. A. H. Stewart ... Sunday, 11th Oct., 10 a.m.
 Calling at Swatow for Passengers only.

Arrivals and Departures from the Company's Wharf (near Bank of China).
 Round Trip Tickets will be issued from Hongkong to Swatow (Passenger) and return by the same steamer by the "HAINING", "HAIHONG" and "HAIHONG" at the Reduced Rate of \$80.00 including Meals while the steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LARSEN & CO.
General Manager**CHINA NAVIGATION CO., LIMITED.**

NEWCHWANG ...	"CHIEH" ...	On 7th Oct.	5 p.m.
AMOY & SINGAPORE ...	"ANKING" ...	On 8th Oct.	5 p.m.
BANGKOK ...	"KWEIYANG" ...	On 8th Oct.	5 p.m.
SWATOW & SHANGHAI ...	"YINGCHOW" ...	On 9th Oct.	2 p.m.
TIENSIN ...	"CHANGCHOW" ...	On 10th Oct.	4 p.m.
HOIHOW & SINGAPORE ...	"KIANGSU" ...	On 13th Oct.	Noon
WEIHAIWEI, CHEFOO & TIENSIN ...	"KUEICHOW" ...	On 14th Oct.	4 p.m.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

Telephone Central 22.

Agents.

CARGO AND PASSENGER CAN BE SHIPPED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, Ltd.**"CHANGSHA"**

Due Hongkong 13th October.

Will be Despatched on 17th October, at 4 p.m.

FOR MANILA, PORT BANGAL, THURSDAY ISLAND, AND AUSTRALIAN PORTS.

Through Bills of Lading issued to ALL AUSTRALIAN, NEW ZEALAND and TASMANTIAN PORTS.

EXCELLENT FIRST AND SECOND CLASS PASSENGER ACCOMMODATION AT REDUCED RATES.
 (Sailing Subject to Alteration)

For Freight and Passage, apply to—BUTTERFIELD & SWIRE.

Agents.

Tel. C. 36.

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DODWELL & CO., LTD.**NEW YORK BERTH**

LOADING FOR MANILA, BOSTON, NEW YORK.

S.S. "BOWEN CASTLE" ... Sails 6th Oct.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FUMES).

TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE!
 £66.

NEXT SAILINGS

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

S.S. "ROSANDRA" ...	Sails 8th Oct.
S.S. "SILVIO FELLICO" ...	Sails 11th Oct.
S.S. "NIPPON" ...	Sails 10th Nov.
S.S. "PERSIA" ...	Sails 12th Nov.
M.S. "VIMINALE" ...	Sails 16th Dec.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE

S.S. "DUCHESSE D'AOSTA" ...	Sails 25th Sept.
S.S. "ROSANDRA" ...	Sails 31st Oct.
S.S. "NIPPON" ...	Sails 1st Dec.
M.S. "VIMINALE" ...	Sails 31st Dec.

ROYAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMZUMBI" ... Sails 1st October.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED

Telephone Central 1039.

Agents.

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M. MESSAGERIES MARITIMES M.
SERVICES CONTRACTUELS

Mail Steamers	Next Sailings from Marseilles	From Arr. at Hong Kong and Sailings for Japan	Probable Sailings from Hongkong for Marseilles
PORTHOS	12th Oct.	12th Oct.	13th Oct.
PARAGAN	12th Oct.	12th Oct.	27th Oct.
ANGKOR	11th Sept.	12th Oct.	10th Nov.
ANGKOR	24th Sept.	27th Oct.	24th Nov.
ANDRE LEBON	9th Oct.	11th Nov.	8th Dec.
PAUL LEBON	22nd Oct.	25th Nov.	22nd Dec.

RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and Free Doctor's Attendance)

1st Class (1st Class) 25 fr. 00. 2nd Class (1st Class) 15 fr. 00. 3rd Class (1st Class) 10 fr. 00.
 1st Class (2nd Class) 20 fr. 00. 2nd Class (2nd Class) 12 fr. 00. 3rd Class (2nd Class) 8 fr. 00.

Through Tickets to London and Landing Towns of Europe.

Accommodation reserved in the Train at Marseilles.

LIGNE COMMERCIALES (Cargo) (Cargo)

For HAVRE, ANTWERP & DUNKERQUE.

S.S. "DE P. BENON" from DUNKERQUE, LONDON & HAVRE in due time.

Sailings subject to alteration without notice.

For full Particulars, apply to—

MESSAGERIES MARITIMES CO.,

Telephone Central 100. CONSIGNATION—TRAFIC—REPRESENTATION.

